

>> YELLOW TEAM DOWN: TEAM SUZUKI PULLS OUT OF MX NATS

DIRT ACTION

100% AUSTRALIAN MADE

6 FREE POSTERS INSIDE

WEAPON OF CHOICE

KAWI'S THUNDERING

2016 KX450F

FACTORY RIDES
WE TEST KIRK GIBBS AND
JAY WILSON'S TITLE WINNERS!

PLUS: BEAU RALSTON - FROM TRIPLES TO TREES |
INSIDE THE ISDE - DID THE FIM RIP-OFF OZ? | BMW'S
R 1200 GS ADVENTURE - LONG-DISTANCE DOMINATOR

ISSUE 199
DECEMBER 2015
AUS \$9.95 NZ \$12.20
(Both incl. GST)



McGraw-Hill
Australia



5 DECADES OF RACING HERITAGE

MaximaUSA.com

You can make a difference by recycling your used motor oil.

STEVECRAMERPRODUCTS

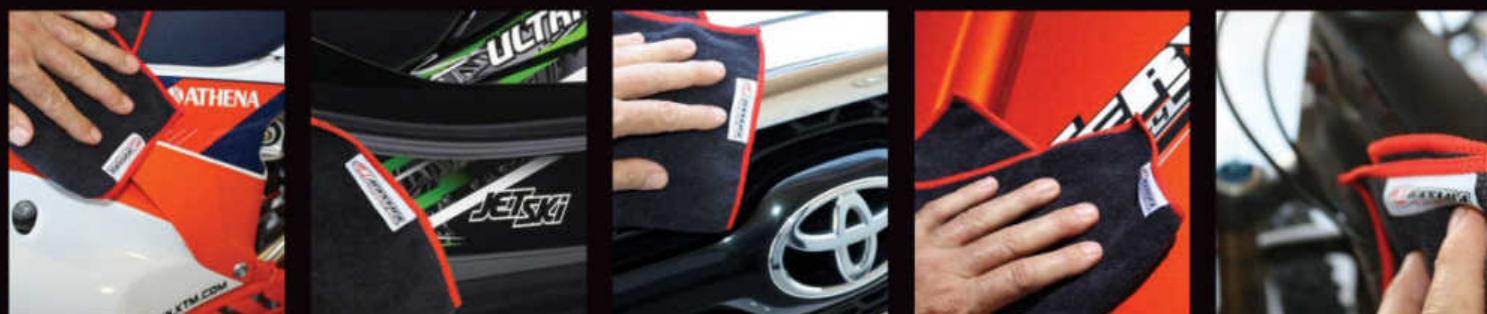
P 03] 9587 1466 F 03] 9587 2018 E maxima@stevecramerproducts.com.au W stevecramerproducts.com

NEW BIKE IN A CAN

A BIKE WITHOUT SC1 JUST ISN'T FINISHED

SC1 restores the factory shine to any surface, making a well-ridden bike look new in just seconds. Make SC1 the final and most important step in the bike wash process. Accept no imitations.

- Conditions & Polishes Plastic, Carbon Fiber and Painted Surfaces
 - Excellent Mud Release
 - Enhances Resale Value





New-generation Geomax® MX32 and MX52 tyres

The same patterns that dominated the 2014 AMA Supercross and Motocross championships

**Radical new technology includes a patented block-within-a-block rear knob design,
damping-control sidewalls and directional front tyre for superior performance**

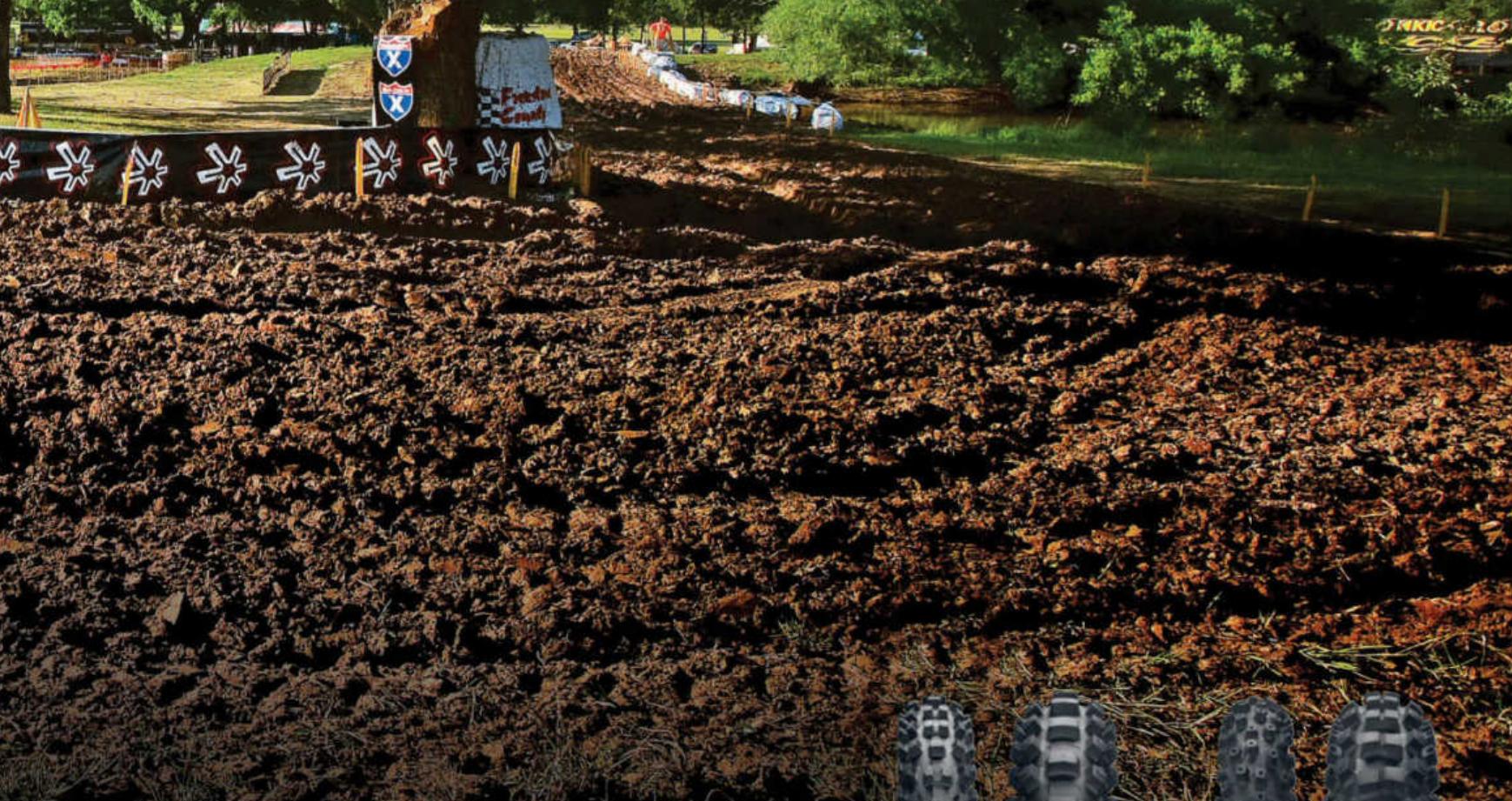
MX32 & MX52 cover a wider range of terrain for consistent grip in changing track conditions



Share your **I RIDE** story
@RideDunlopAU

Dunlop tyres are distributed throughout Australia by:
VIC, NSW, ACT, WA - Monza Imports (03) 8327 8888
QLD, SA, NT - Ficeda Accessories (07) 3906 7034 and (08) 8359 0176
TAS - Fulton Enterprises (03) 6326 9199

I RIDE
FOR TRACKS LIKE THESE



GEOMAX®
mx32™ mx52™





thor

THORMX.COM

**GAS
IMPORTS**

THOR stocklist contact: Gas Imports Australia Pty. Ltd.
Ph: 03 8331-0300 | www.gasimports.com.au

TH
OR
16

REVEL IN THE ROOST

FOCUS ON THE FINISH
THE ALL NEW 2016 SNIPER GOGGLE.

R15 WORX BIKE STAND



Our ever-increasing momentum in the marketplace is driven by the following three core values: Innovation, Design and Quality Manufacturing. Made in Italy, the R15 Worx Stand will shake up & dominate the industry by surpassing all other standards set by our competition. It's our attention to detail that distinguishes us as a new global force within the motorcycle industry.



Unique front plate wedge



Tough injection molded



Composite-alloy construction



4 x alloy bracing bars for added strength





250 SE-R 2-STROKE



300 SE-R 2-STROKE



NEW CLUTCH
NEW FOOTPEGs

NEW PISTON (300)
NEW VALVE TIMING

NEW CYLINDER HEAD
NEW IGNITION CURVE

REDESIGNED SILENCER
REDESIGNED SUB-FRAME

NEW DLC WATER PUMP SHAFT
NEW FRONT FENDER



sherco.com.au



facebook.com/shercoaustralia



instagram.com/sherco_australia

THE 2016 SHERCO ENDURO RANGE

REFINED PERFORMANCE

SHERCO
Motorcycles



300 SEF-R
4-STROKE



450 SEF-R
4-STROKE



► NEW CYLINDER
NEW EFI MAPPING

► NEW FRONT FENDER
NEW HAND GUARDS

► REDESIGNED SUB-FRAME
NEW TRANSMISSION GEARS

► NEW INJECTOR BODY (300)
NEW PISTON AND ROD (450)

► NEW KEYLESS STARTING SYSTEM
NEW WATER PUMP GASKET

DEFY GRAVITY®

Proudly distributed by Mojo Motorcycles



CONTENTS

DIRT
ACTION

ISSUE 199 / NOVEMBER 2015



056

BIKE TEST: 2016 KAWASAKI KX450F

Can the green machine get any better?
Looks like it just did



FEATURES

30 BIKE TEST: KIRK GIBBS' 450SX

That's right! We ride the MX1 title-winning bike

42 INTERVIEW: BEAU RALSTON

From MX to off-road, this is a story of reinvention

50 MOTOCROSS NATIONALS WRAP-UP

We take a close look at the main players in this year's outdoor war

68 BIG YELLOW BOWS OUT

Suzuki Australia calls it a day on one of the most successful teams of the modern era

76 TESTED: JAY WILSON'S MX2 TITLE-WINNING YZ205F

Wanna know why Jay looks so smooth? Read on...

84 RIDE REPORT: YCF MACHINES

Good things come in... you know the rest

88 2015 INTERNATIONAL SIX DAY ENDURO

Exactly what went down in Slovakia?

REGULARS

14 BEHIND BARS

Damien Ashenhurst: more gibberish from King Gibberer

20 WHO SAID WHAT? Tweets of the month

22 RACE FACE

Scott Bishop is really feeling it this time round

20

062

TESTED: BMW R 1200 GS ADVENTURE

The supreme leader of the adventure world





MOTO MANUAL

97 FIVE THINGS WE LOVE

Professing adoration for whatever takes our fancy

98 DIRT SHOP

Stuff that will make you drool while you're off the bike

100 JUNIOR SECTION

All things for the MX grom

102 FREE SPIRIT

Information galore for the adventure rider

104 ADVENTURE RIDING TIP

Stay upright and explore the planet

106 TRAIL TIP

Bush bashing the right way

108 MOTOCROSS TIP

Ruts, jumps and whoops made easier

110 TECH TIP

Our monthly dose of technical know-how and nuts and bolts



ON THE COVER

Shane Booth rearranges a berm on the 2016 KX450F
PHOTO: Matt Bernard



ED'S LETTER:

with Damien Ashenhurst

FOLLOW

- [/dirtactionmagazine](https://www.facebook.com/dirtactionmagazine)
- [@dirtactionmag](https://twitter.com/dirtactionmag)
- [@dirtactionmag](https://www.instagram.com/dirtactionmag)

POWERBAND BRAIN

Too much of my average day makes no sense to me. It may be because I'm a simple man with a very basic thought process, but I go through my day wondering about so many incidental things that my brain never really has a quiet moment.

I wonder if I'm alone or do other people think about stuff like how did two echidnas make it the 12,000 or so kilometres from Australia to the Middle East to get on Noah's ark and then come back again when the flood was done? Their legs are only about an inch long and they're not renowned swimmers.

I can't understand why my shampoo has "nourishing lipids" in it. What the hell is a lipid? Can you over-lipid your hair to the point where you're just crawling with lipids?

And what's with this Paleo diet shit? The Paleolithic period was around 2.5 million years ago. Our ancestor of the time was called Australopithecus and he was basically marginally smarter than a monkey. Why would I want to eat what he ate? You can buy paleo sausages — I'm pretty sure old Australopithecus wasn't eating sausages. Eggs are a part of the diet but there weren't even chickens 2.5 million years ago. It's a marketing ploy to

suggest that going back to basics — and then back about another 2 million years — would be good for you. This stuff just shits me no end.

I think this is why I love bikes so much. There's no bullshit on a bike because you can't hear anything anyone is saying and you can't read moronic scaremongering Facebook posts about the end of the world while you're riding. You can only hear what the bike is saying and if you don't give it your full attention it will slap you like a cranky, old-school grandma.

The front page of a national newspaper some time ago broke the earthshattering news that Jamie Packer had a new girlfriend. Someone at that office decided that this was the most important news that happened from across the entire Earth that day. But shift from second to third on a YZ250 as a track opens up and feel the engine come on and I guarantee that even if a Packer was courting an alien you wouldn't give it a second thought because the bike is all that matters in your world right then and there.

There's something about riding that frees your mind. Play a game of cricket and you could write an entire movie script before a ball comes anywhere near you. Basketball players get subbed off, footy

players have interchange and soccer players roll around on the ground like petulant three-year-olds denied a new Pokémon toy. But on a bike you think about riding and you can't clock off. The next corner, the gear shift, braking, getting the front over a log, rut position, ducking a branch and up-ramp speed — this can all be within 100 metres.

What so many people who don't ride can't understand is the total immersion riding demands and it doesn't matter how fast you are, it's all relative. Some of us have to concentrate at low speeds and some at high speed but the result is the same: we all go to that place in our heads where social media, cooking shows, newspapers, arguments, lipids and power bills go away and the bike occupies our minds. It's rarely thought of as a thinking sport but it certainly is. Lose concentration and you might use that as your first excuse in hospital.

I don't think about Muslims, Christians, Labor, Liberal, gay marriage, asylum seekers, school fees, exchange rates, Kim Kardashian or African dictators on my YZ and if the whole world could just take a few hours a week to clear its head like we all do it'd be a more peaceful, stoked-on-life planet.

EDITOR

Damien Ashenhurst

EDITORIAL ASSISTANT

Hayden Gregory

MOTOCROSS EDITOR

Scott Bishop

ONLINE EDITOR

Shane Booth

DESIGN

Shant Safarian

REGULAR CONTRIBUTORS

Dean Ferris, Brett Metcalfe, Greg Masters, Chris Urquhart, Alan Hardy, Frank Hoppen, Max Sullivan, Simon Cudby, Russell Colvin, Andrew Kenny, Adam Riemann, Steve Shannon

COPY EDITOR

Chris Stafford

NATIONAL ACCOUNT MANAGER

Kizziah Fieldes

kfieldes@universalmagazines.com.au

ADVERTISING PRODUCTION

Ian Cassel

HOLESHT ADVERTISING

Ian Cassel

icassel@universalmagazines.com.au



CEO / PUBLISHER

Prema Perera

PUBLISHER

Janice Williams

CHIEF FINANCIAL OFFICER

Vicky Mahadeva

ASSOCIATE PUBLISHER

Emma Perera

ASSOCIATE PUBLISHER

Karen Day

CIRCULATION DIRECTOR

Mark Darton

CREATIVE DIRECTOR

Kate Podger

EDITORIAL & PRODUCTION MANAGER

Anastasia Casey

PRODUCTION EXECUTIVE

Nerilee Chen

PREPRESS MANAGER

Ivan Fitz-Gerald

MARKETING & ACQUISITIONS

MANAGER

Chelsea Peters

Circulation enquiries to our Sydney head office (02) 9805 0399. *DIRT ACTION* #199 is published by Australian Publishing Pty Ltd, Unit 5, 6-8 Byfield Street, North Ryde NSW 2113. Phone: (02) 9805 0399. Fax: (02) 9805 0714. Melbourne office, Level 1, 150 Albert Road, South Melbourne VIC 3205. Phone: (03) 9694 6444.

Printed by Webstar, Sydney, and distributed by Network Services. This book is copyright. Apart from any fair dealing for the purpose of private study, research, criticism or review as permitted under the Copyright Act, no part may be reproduced by any process without written permission. Enquiries should be addressed to the publishers. The publishers believe all the information supplied in this book to be correct at the time of printing. They are not, however, in a position to make a guarantee to this effect and accept no liability in the event of any information proving inaccurate. Prices, addresses and phone numbers were, after investigation and to the best of our knowledge and belief, up to date at the time of printing, but the shifting sands of time may change them in some cases. It is not possible for the publishers to ensure that advertisements which appear in this publication comply with the Trade Practices Act, 1974. The responsibility must therefore be on the person, company or advertising agency submitting the advertisements for publication. While every endeavour has been made to ensure complete accuracy, the publishers cannot be held responsible for any errors or omissions.

*Recommended retail price. ISSN 1329-511X Copyright ©

Australian Publishing Pty Ltd MMXV ACN 003 609 103

Publishers Australia
media that engages

GO TO
MADE2RACE.COM

M2R
HELMETS

CLINTON MOORE
2015 X-Fighters

X2.6

**SUPER COOL GRAPHICS..
BUT UNDERNEATH IS WHAT REALLY COUNTS..**

LIGHTWEIGHT CARBON, KEVLAR & FIBERGLASS SHELL = LESS FATIGUE + INCREASED PROTECTION

M2R 'SUPERB COMFORT' LINER - EASY TO REMOVE AND CLEAN

LARGE OPENING MAKES THE X2.6 EASY TO PULL ON AND TAKE OFF - PERFECT FOR LONG TRAIL RIDES!

FLOW THROUGH VENTILATION WITH ENHANCED EXHAUST KEEPS YOU COOL

CREATED & SIZED FOR AUSTRALIAN CONDITIONS AND RIDERS

ENHANCED COMFORT (+ SIZE FIT) FOR LARGER RIDERS IN XL AND XXL SIZES

LINEAR
PC-5F

Lightweight & Strong
Carbon, KEVLAR &
Fiberglass shell
FOR ONLY
\$269.95!!

The X2.6 helmet represents superb value for money, for riders young and old, small and large! Compare the X2.6 with any other brand at this price and you will see why the X2.6 is one of Australia's most popular & trusted models!

Buy In Australia from Australian Retailers To Ensure Full Warranty & Guarantees Apply. Insist on Genuine
AS1698 Certification, 100% Legal, After Sales Support, Complete Service & Spare Parts Back-Up.



FORD DALE
AUSSIE RACE
REPLICA



PC-1

SECTOR



PC-1

PC-22

PC-3

SCALPEL



PC-1

PC-2

PC-3

PC-5F

PC-7

LINEAR



PC-1

PC-2

PC-3

PC-5

PC-7

PC-8

TOM PAGÈS

PHOTO RED BULL PHOTOFIES

Whenever freestyle feels like it's falling off the radar, someone comes along and kicks it up a gear. Tom Pagès is that man right now. What he's doing on a bike in competition is mind blowing and that he's doing it with consistency shows just how far ahead of the curve this guy is. Pagès has always had it in him but we're seeing it in full effect now and the sport will never be the same.





HOMeward Bound

CDR YAMAHA HAS ANNOUNCED THE MAJOR SIGNING OF DEAN FERRIS FOR 2016

Next year will see the homecoming of Australian Dean Ferris, following three years competing on the World MXGP circuit. Ferris made the announcement as he competed for Australia at the MXoN in France in late September. The 24-year-old had a strong season in Europe, finishing 11th in the MXGP and challenging some of the best riders in the world.

Ferris will join the CDR Yamaha team contracted to compete in the 2016 MX Nationals, the NZ MX Championships and the Australian Supercross Championship.

"I'm really looking forward to getting back home and racing in Australia again," he said. "I've done three years in Europe and a season in the US and, while I've enjoyed every moment of it, there's nothing like racing in Australia and living back at home in Kyogle."

"Working with the CDR Yamaha team and racing the YZ450F is equally exciting. I first started my professional career on Yamaha as part of the Yamaha Junior development program back in 2007 and then had a great season with

Dixon Yamaha in Europe in 2013, so I feel like it's a return home in more ways than one."

"The CDR Yamaha team have proved over the years to have the bikes, staff and know-how to win races and championships and that's exactly the kind of team I want around me."

"As soon as I'm finished with my commitments in Europe, I'll be heading home and getting to work on bringing CDR Yamaha and myself some championship wins in 2016."

CDR Yamaha owner Craig Dack is extremely excited to work alongside Ferris in 2016 and is hopeful of a long-term partnership: "Dean has all the qualities I look for in a rider. He has skill, drive, talent and a determination to succeed at almost any cost and when we first reached out to Dean it was obvious we were both on the same page in our racing goals."

"In the past, we've had incredible success in working with riders like Dean who have returned from overseas and are mature in the way they approach their racing. I think he'll be a perfect fit for both the YZ450F and the CDR Yamaha team and we look forward to what he brings to not only CDR Yamaha but to the domestic racing scene in 2016."



NEW PRODUCT SPOTLIGHT

100% AIRCRAFT MTB HELMET

100% has released a new range of Mountain Bike Helmets to the value of \$400. With a variety of colours and designs, 100% offers a style for everybody. The range also includes helmet accessories such as comfort liners, visors and mouth pieces.



Helmet Features

- Ultra-light design with Aerospace Carbon/Kevlar composite shell and other engineered materials
- Antibacterial comfort liner cheek pads and chin strap cover, removable and washable
- Emergency-release cheek pads
- Compatible with inflatable emergency helmet-release system
- Compatible with most neck brace systems
- Speaker compatible with wire channel
- Titanium D-ring buckle
- Active cooling with large channel vents that pull air and moisture from the head and goggle during riding
- Passive cooling with strategically placed vents that allow for ventilation when user isn't riding and there's no airflow
- Adjustable visor with machined lightweight aluminium side screws
- Replaceable mouth guard
- Durable helmet case with goggle pocket
- Meets ASTM downhill and ASTM BMX standards
- Complies with ASTM, CPSC, CE and AS/NZ bicycle standards

BMW Motorrad
F 800 GS Adventure



THE ULTIMATE COAST-TO-COAST MACHINE. MAKE LIFE A RIDE.

Four mates (Huffy, Magoo, Rick and Gav) recently took on the ADV-X Rally "Hard Route". Over 14 days they covered 7,000 km of heavy sandy dunes, rough tracks and roads.

- All four bikes performed flawlessly with no fault of any kind.
- They were the first large adventure bikes across the Simpson Desert and into Alice Springs.
- Incredible fuel range even in heavy, sandy tracks, the guys got up to 500km from the standard 24l tanks.
- Extremely precise, fast and comfortable, for "Team Dodgy Bro's" the F 800 GS Adventure was the obvious choice for this cross-continent adventure. Book a test ride today at bmwmotorrad.com.au



THE TWEET LIFE

THE BEST QUOTES, JIBES, JOKES AND QUIPS
FROM THE TWITTERVERSE

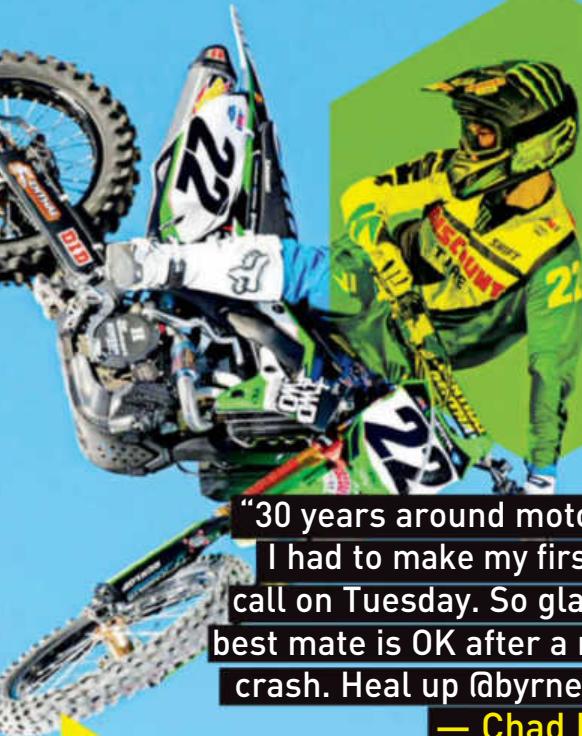
"ANYONE NEEDS ME I'LL BE PUTTING
MY NEWLY PURCHASED SHOE RACK
TOGETHER. IF YOU DON'T HEAR FROM ME
IN THE NEXT 48HRS PLS SEND HELP."

— ADAM CIANCIARULO



"TELL ME WHY U NEED PINNED
4TH-GEAR JUMPS ON A 450?
WATERED TAKEOFFS AND
LANDINGS? NO NEED FOR GOOD
RACING. ONLY HOSPITALS FILL
THEIR WALLETS!"

— MARC DE REUVER



"30 years around moto and
I had to make my first 911
call on Tuesday. So glad my
best mate is OK after a nasty
crash. Heal up @byrner26."

— CHAD REED

"I LIKE THE START! HOW ABOUT HANDING
OVER A MILLION TO THE ACTUAL WINNER?
NOT SOME LAME 'MUST WIN ALL 3'"
— CHAD REED ON THE MONSTER ENERGY CUP

DIRT ACTION'S TWEETS ABOUT THE ISDE DEBACLE

"Tony Abbott to appeal his
disqualification from Prime
Minister to the FIM."

“Checkpoint” —
it's French for
‘Why bother?’”

“FIM NOW
CONSIDERING
WHETHER TO ALLOW RIDERS
TO JUST TAKE A SHUTTLE
BUS FROM TEST TO TEST.
#ISDE #CHECKPOINT”

“LOOKING FORWARD
TO THE CONCLUSION
TO THE INTERNATIONAL
SIX WEEK ENDURO.
#CHECKPOINT #FIM”



YAMAHA:
#1 ON THE TRACK
AND UNDER THE
TREE!



Free
Yamaha
watch!

Free
sticker
kit!



PW50 Ride Away
\$1699

TT-R125E/LWE Ride Away
**\$4099/
\$4499**

TT-R50E Ride Away
\$1699

TT-R110E Ride Away
\$2999

FREE
#1 STICKER KIT,
YAMAHA RACING PIT TENT
AND TW STEEL WATCH WORTH \$550
WITH EVERY FUN BIKE!

"WE'RE
GOING TO
NEED
A BIGGER
SLEIGH!"

Free
Yamaha
pit tent!



YAMALUBE

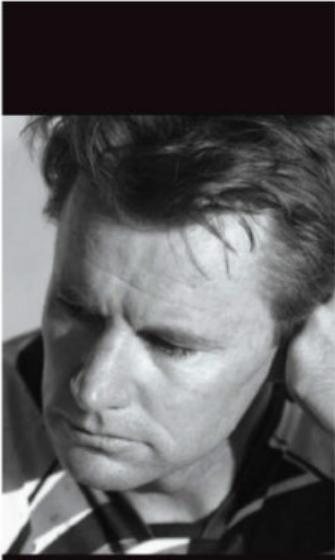


YAMAHDNA



VISIT US AND LOCATE A YAMAHA DEALER AT:
www.yamaha-motor.com.au

All prices are ride away. Freight may be extra. Free gifts on all PW50, TT-R50E, TT-R110E, TT-R125E/LWE. Total value of gifts is \$550 RRP inc GST. YFM90R Raptor gets free pit tent and TW Steel watch worth \$400 RRP inc GST. Offers are for a limited time only, while stocks last, conditions apply. Redeem your watch here: www.yamaha-motor.com.au/bluewatch. Gifts cannot be exchanged for cash.



SCOTT BISHOP

BIO:

Scott Bishop is the most experienced dirtbike test dummy in Australia and perhaps the world. He's tested everything that's won, lost, blew up, blew smoke, holeshot or high-sided since DIRT ACTION began. These days Scott runs the GYTR Yamaha Yamalube race team in the MXD class and spends his time building bikes and riders.

FOLLOW

GYTRYamaha
 @gytr_yamaha_team

MANAGER'S MONTH

The past couple of months have been the time when race team managers earn their keep. Unfortunately, the world of big, plush offices, first-class airfares and banging trophy girls just doesn't exist any more – they're the riders' department these days.

But around September and October, while we're still deep into racing, the wheels of next year start to turn with sponsors, riders, budgets and staff all being investigated and plans laid. The real work of a manager now is to get the season off to a smooth start and ensure everyone on the team kicks off in the right fashion.

MANAGER'S ROLE

It's not just booking flights and rental cars. This time of year, there is a lot of behind-the-scenes work securing team sponsors for next year and negotiating with riders both new and current as well as getting the right people in place for their positions the following season.

As a rider, I hated this time of year as I had to sit down and try to sell myself to sponsors. I don't really enjoy talking about myself but it got easier as time went on as the majority of people knew who I was and friendships were formed. I tried to stay with sponsors as long as possible because that way each year would almost take care of itself.

As a manager, it's somewhat easier as it's not about me; it's about the team. As long as you have a good reputation and present in a professional fashion, the Australian Moto Industry is very good at supporting racers and race teams. The difficult part is trying to secure a rider and match them with a sponsor, as often a high-profile rider can bring extra benefits but the rider won't sign until they have the products and money they want while the sponsor won't commit until they're sure the right rider is on board. It's like the United Nations of office motocross.

Once all that's in place, arrange the new bikes, parts and accessories required as well as testing days and travel plans, then you're away. To me, it's still not a real job and I've never had a real job in my life so I don't plan on getting one now.

RIDERS & TEAMS

A lot of people ask why this rider went to that team, or why this team wanted that rider. It's not always as easy as it seems as

you have to ensure the rider's a good fit for what your team goals are. In my situation, managing teams of younger riders, it's about what potential you see in them and if they're serious about making a living racing a dirtbike. For the senior team, it's usually driven by results as they and their sponsors want an immediate impact. To me, the bottom line in racing is you need the right rider at the right time and to surround them with the right people. If you don't have all of that, you won't win. There have been plenty of examples of teams having the right rider but at the wrong time when injury, maturity or plain old bad luck gets in the way.

**"THIS TIME OF YEAR,
THERE IS A LOT OF
BEHIND-THE-SCENES
WORK SECURING TEAM
SPONSORS FOR NEXT
YEAR AND NEGOTIATING
WITH RIDERS BOTH NEW
AND CURRENT AS WELL
AS GETTING THE RIGHT
PEOPLE IN PLACE FOR
THEIR POSITIONS THE
FOLLOWING SEASON"**

WHAT A MANAGER LOOKS FOR

When I look at riders, I assess them over a full body of work, not just one race or one race meeting. You look to see how they ride different surfaces and different weather conditions, whether they can adapt quickly to tracks, who they hang out with and how they present. Most importantly, you look at if they're determined enough to become a champion. And with the current racing environment, the MX Nationals is the highest-profile championship we have, so a rider strong in motocross is preferred over a supercross specialist.

I usually have riders I watch over a long period of time to see how far they have progressed and if joining our team would help them become a better rider. I also think longer term as I don't want to invest a heap of the manufacturer's money into a rider who I don't think has the potential to continue his career further than my team.

When I choose a rider, I do it with the

view that, in time, Serco Yamaha would be interested in them. I ask myself, "Where will we be in 12 months' time if I sign this rider?" My answer has to be a better team with a better rider or we're wasting time and money.

We also talk it over as a team after the list is narrowed down. I have great people on my team and they may see things that I don't and take into account the workload of the team – no point getting a rider if the workload they bring is too much or too demanding for our situation. Some personalities will clash, some will refuse to work within a team environment and others won't want to run the products you have as they may have run something else when they were younger. The bottom line for a rider is the team has this set out for you and you can't come in and change everything. Embrace the team, embrace the people in it and work hard to get the best results you can.

I also see our team as an Australian development team: it's our job to work with the best Australian talent, not bring in a rider from overseas. We still have plenty of talent here and I hope other manufacturers continue to try and develop it as well.

WHAT THE RIDER SHOULD LOOK FOR

It should never be the biggest-budget team just because it has money. If the JDR KTM teams of a few years ago taught us anything it was that throwing money at it doesn't win you championships. They had all the trimmings, a heap of staff and great bikes but still didn't get a huge amount of success.

Look for a team that has good people in it who work hard and are passionate about their jobs. Look at how they work and the quality of their bikes, both in terms of performance and durability. Look at the sponsors and make sure they're products you are happy to use. Don't get deeply involved in a team if you have an issue with the tyres they run or the products they use. The team wants to be there long after you've gone and, if you don't like what they have, it isn't the team for you.

With racing, if you do your job well, the money you make will be more than enough and there's still a good living to be made racing motocross in Australia. Sure, it's not the US, but a top guy here can still earn a few hundred thousand dollars a year and that can't be that bad, can it? **DAM**

READY TO RACE
» www.ktm.com.au

2 STROKE // 200 EXC » 250 EXC » 300 EXC
4 STROKE // 250 EXC-F » 350 EXC-F » 450 EXC » 500 EXC



250EXC-F

MAKE LIKE A MOUNTAIN GOAT

HANDLING MIRACLE

A compact and powerful engine complements the flickable, agile chassis, ensuring the lively little 4-stroke maintains its edge over the competition – the 2016 KTM 250 EXC-F allows you to tackle mountain terrain with total confidence.

WWW.KTM.COM.AU



KTM

2016 WR450F

BREAKS COVER!

**THE BIG BLUE BUSH
BASHER IS BACK IN
THE MIX**

In 2013, Yamaha gave its tired WR450F a huge makeover and sales figures showed that the redesign was a success. Though an excellent trail bike, it was hampered by weight from ever becoming a popular race bike.

Last year saw an impressive rethink of the somewhat clapped-out WR250F, taking a bike on the verge of irrelevancy back to the top in terms of capability and sales.

And now, after much anticipation and the prayers of fans to the Blue Gods, a new WR450F has been



The now-familiar reverse-cylinder engine is a design Yamaha is surprised others haven't followed

It's finally arrived! The previous model was good but, for many, missed the mark

unveiled and what we see is a development arc much the same as the WR250F.

Based on and developed alongside the 2016 YZ450F, the new WR-F has a solid base to work from and has benefitted from the touch of the great Josh Coppins. Beau Ralston took his YZ450F to a class win in the 2015 AORC series so the DNA is there for a great bush bike and going on what we received with the 250 we have every reason to be keen.

At the time of writing the details were all yet to be released but we know the '16 will run the same EFI as the YZ-F but with revised settings. The new model runs with higher second, third and fourth gears – first and fifth remain the same – as well as a new clutch.

Australia will receive the bike with black rims and Metzeler 6 Days tyres. Of course, it will also be completely ADR compliant and compatible with the excellent Yamaha Power Tuner.

We suspect we'll see the 2016 WR450F right up the front through the AORC season and KTM's stranglehold on the season will be tougher than ever to maintain, what with Toby Price absent and the Active8 and CDR Yamaha teams hungry for wins.

2016 WR450F MODEL OVERVIEW

- All-new enduro/rally model benefitting from the latest Yamaha technologies



A big part of why the WR250F works is the excellent frame; the 450 should be no different

- Industry-leading reversed-engine layout
- Aggressive & modern YZ450F-inspired so-called "rightfully wrong" design
- Compact, mass-centralised design delivers light & agile handling feel
- New 44mm throttle body with revised fuel injection settings
- Enduro-spec radiators with lightweight cooling fan
- Newly designed electric starter
- Wide-ratio 5-speed transmission & light enduro clutch

ON SALE JANUARY 2016

Colours and RRP inc GST:

Team Yamaha Blue: \$12,999
60th Anniversary Yellow: \$13,199

Fuel tank capacity: 7.5 litres





DESIGNED FOR THE PODIUM
LIGHTNING FAST
OUR LIGHTEST, FASTEST 450CC MOTOCROSSER

ALL NEW 2016 MODEL

KX450F

LIGHTER, SLIMMER & MORE RIGID FRAME FOR SHARPER HANDLING & FEEL UPDATED ENGINE DESIGN IS EVEN LIGHTER & MORE POWERFUL REVISED SEAT, TANK & RADIATOR SHROUDS FOR EASIER BODY POSITIONING NEW REAR INTAKE DUCTS IMPROVE AIRFLOW & THROTTLE RESPONSE

DIGITAL FORK AIR PUMP AND NEW HANDHELD KX CALIBRATION KIT ACCESSORIES PROVIDE THE SAME PRECISION TUNING AS KAWASAKI FACTORY TEAMS

RACE READY SSF-AIR TAC (TRIPLE AIR CHAMBER) FORKS | LAUNCH CONTROL FOR THE HOLESHOT ADVANTAGE

PLUG-AND-PLAY DFI COUPLERS FOR EASY ENGINE TUNING | ADJUSTABLE HANDLEBAR AND FOOTPEG POSITIONING



kawasakiaus

Kawasaki
Insurances

Kawasaki
Motors Finance

www.kawasaki.com.au

Kawasaki

MOTOR MOUTH

POWERED BY **YUASA**
POWERSPORTS BATTERIES



SOCIAL SPACE

PHOTOS BY DIRT ACTION READERS

SUBMIT YOURS AT WWW.FACEBOOK.COM/DIRTACTIONMAGAZINE

Jesse Dagger

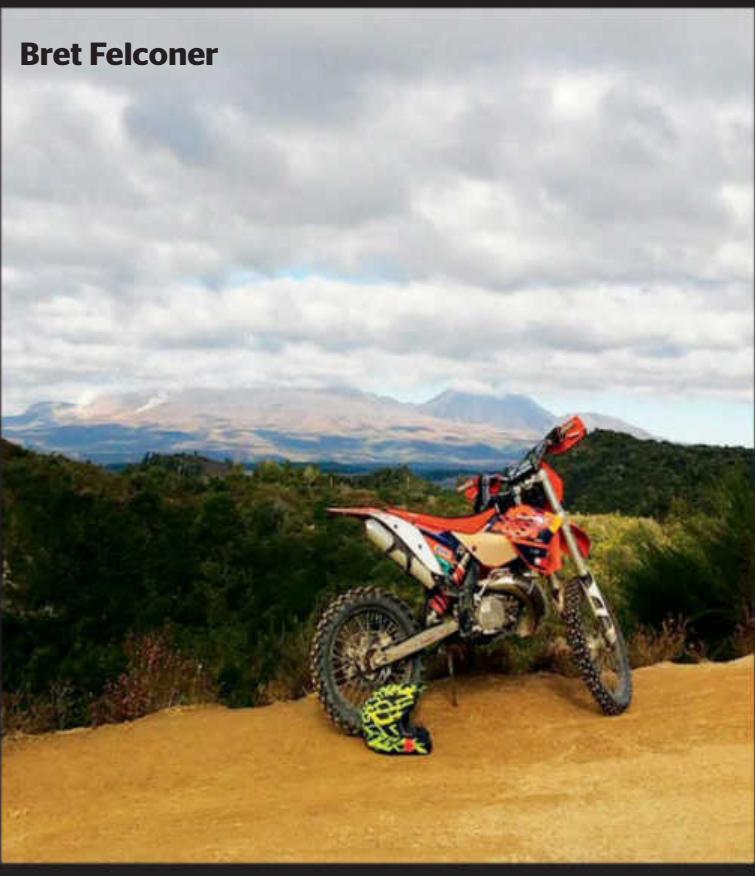


Sean Spencer



Geoff Taylor





Call us or visit our website for more details.

1300 THIS WAY
(1300 844 792)
www.ThisDirtBikeInsurance.com.au



Any advice in this document is general advice & does not take into account your objectives, financial situation or needs. You should consider the relevant Product Disclosure Statement and your objectives, financial situation or needs before acting on this advice. The insurance is underwritten by Thistle Underwriting Services (TUS). TUS acts under an authority to bind cover on behalf of QBE Insurance (Australia) Ltd ("QBE"). Current as at 1 Feb 2014.

A JP Motorcycles are now in Australia, ADR compliant and learner approved. Manufactured since 1987, these European bikes are available here for the first time.

Standard features include Polisport plastics, Michelin tyres, Sachs and Marzocchi fully adjustable suspension and a low centre of gravity with an underseat fuel cell.

The ADR-compliant PR5 Enduro features Delphi EFI, six-speed and thermo fan kit as standard and retails for \$7795 plus on-roads.

The air/oil-cooled PR4 240 Extreme has been competing successfully in various extreme enduro events in Europe, most recently finishing Romanians in the Silver class.

For the shorter riders out there, the PR3 240 Enduro Pro, featuring fully adjustable suspension, disc brakes all round, low seat height and electric and kickstarter as standard, ensures confidence and easy riding.

Soon to be announced is a new PR7 adventure bike, lightweight with sporting-quality suspension for relaxed off-road adventure riding.

For more information visit
www.ajpaustralia.com.au.



AJP MOTORCYCLES HIT AUSSIE SHORES

DREAM BECOMES A REALITY

CALEB WARD SIGNS WITH KTM FOR THE 2016 SEASON

KTM Australia has announced it will expand to two classes for the 2016 season with the addition of Caleb Ward in the MX2 category. The young rider has had an extremely successful 2015 season, including a four-round winning streak.

"It's pretty awesome," Ward said. "This is something I've dreamt of since I was a little fella riding KTM 50s and 65s and stuff."

"It's always been the dream to be on the KTM team. I've always looked up to the guys that were on the team, like Todd Waters who grew up near me, so it's been one of my goals for a long, long time."

"So to finally be on the team is pretty cool, that's for sure. Danny and Rob T and everyone, they really helped Todd out a whole heap and I think everyone who's been on the team – like Gibbsy, Styke – everyone seems to go there and really progress a lot. I think it will definitely help me out a whole heap and I should learn heaps."

Ward had a troubled start to the 2015 season when he missed rounds two and three with a knee injury. On return, the 18-year-old

had an immediate impact, building a reputation on sandy tracks and proving his worth against older, more experienced riders. Having signed on with KTM for 2016, Ward is looking to become a more complete package and already has his eye set on a national championship.

"Hopefully I'll put all the pieces together and get a championship next year," Ward commented. "I'll have access to a whole lot more different parts and a lot more time for testing and it will all make a huge difference."

"The bike will be amazing, I think. Obviously I haven't ridden a full factory bike before but there's so many more different parts and things that'll be on it that it will make a massive difference, so I'm really, really keen to get on the bike. The 2016 models are meant to be really awesome just from standard, so I think with all the bits and pieces it will be amazing!"

Ward will join Australian MX1 champion Kirk Gibbs and Luke Styke in the 2016 team. The KTM riders will be a great influence on the young gun, providing a wealth of experience and knowledge.



PIONEERING SINCE 1903

www.husqvarna-motorcycles.com



2 STROKES RACE IN RUN OUT



RACE A 2 SMOKER FOR LESS AND GET MORE 2!

Right now you can race in and buy a TC 125 and TC 250, 2014 or 2015 model and save big wads of cash. Plus to make it sweeter we'll even throw in a top end kit. Nice hey!



MAKE TRACKS TO YOUR LOCAL
HUSQVARNA MOTORCYCLE DEALER AND
GET IT RIGHT HERE, RIGHT NOW, WHILE STOCKS LAST.

TC 125 2014 SAVE
\$1,495* OFF THE RRP

TC 250 2014 SAVE
\$1,795* OFF THE RRP

TC 125 2015 SAVE
\$995* OFF THE RRP

TC 125 2015 SAVE
\$995* OFF THE RRP

CONTACT YOUR LOCAL AUTHORISED HUSQVARNA
MOTORCYCLE DEALER TODAY!

TERMS AND CONDITIONS: *Discounts apply to the aforementioned model range. This offer is for all new 2014 and 2015 selected model purchases. Not in conjunction with any other offers. At participating dealers only. For more information contact your local authorised Husqvarna Dealer. While stocks last.



Husqvarna
Motorcycles



Husqvarna®
MOTORCYCLES

T H E - C H A M P ' S

R I D E

KIRK GIBBS HAS RISEN TO THE TOP OF
AUSTRALIAN MOTOCROSS IN 2015. WE HAD
THE CHANCE TO TAKE THE 2016 KTM 450SXF
THAT CARRIED HIM THERE FOR A FEW LAPS

STORY SHANE BOOTH PHOTOGRAPHY MATT BERNARD

KTM returned its racing program in house for 2013 after several years partnering with the JDR Motorsports outfit. Since the move they'd managed strong results but the championship has eluded them.

For 2015, KTM has returned to the top and it's a credit to the program how quickly it's managed to do so. There's a very experienced crew of staff behind the scenes, including technical-guru-turned-team-manager Rob Twyerould.

They downsized in some ways while going to a more concentrated effort in the MX1 class with a smaller truck and a two-rider lineup. The effort has paid off and they can now lay claim to the number-one plate for the 2015 MX1 MX Nationals Championship.



THE BEAST_

There's something about this bike that feels special. KTM seems to have a very open racing program when it comes to sharing parts and information between countries.

There are some very impressive-looking parts fitted to this bike and you can tell they're of the highest quality with performance to match. There are sprinkles of carbon fibre paired up with a full chassis and engine titanium bolt kit, including axles and swingarm pivot bolt. I didn't put it on a set of scales but it definitely felt a little lighter when I lifted it off the stand, a combination of titanium parts that are visible and maybe some other lightweight parts that aren't.

The factory Brembo brake calipers are works of art and their performance matches their impressive look. The front caliper is paired up with an oversized KTM Powerparts brake rotor and you'd be hard pressed to convince me that there's a better brake package available – the feel and power the combo produces are second to none. The rear brake is also impressive. It's not so much about power but feel and this offers plenty.

THERE ARE SPRINKLES OF CARBON FIBRE PAIRED UP WITH A FULL CHASSIS AND ENGINE TITANIUM BOLT KIT, INCLUDING AXLES AND SWINGARM PIVOT BOLT





The controls are all at the level you'd expect on a bike like this: the throttle is silky smooth and the clutch light and progressive. The tyres connecting this thing to the track are Dunlop Geomax factory items, unfortunately not available to the general public but, lucky for me, the team fitted them to the bike for the test. They offer different compounds and construction to maximise grip and are designed for only professional racing and have a short lifespan. They work very well and in certain conditions are welcome additions to the package that offer some advantage over off-the-shelf tyres. The team runs heavy-duty tubes as opposed to solid mousse inserts but it was mentioned this may change for the 2016 season, as it's a relatively cheap insurance policy for the championship defence.

It's worthy to note that all of the accessories that you can see on the bike are available through KTM's Powerparts range, something the team and brand pride themselves on.

KTM'S

DANNY

APRO

In terms of suspension, he usually likes a harder front end and a slightly lower rear end; he always likes the rear of the bike to be a touch lower than the front. Then, from an overall point of view, he likes the bike to be on the firmer side of things. Kyle Blunden works very hard on the ECU and the mapping of the bike to get the power delivery nice and smooth. The fuel injection makes that side of the bike so tuneable, so we spend quite a bit of time fine-tuning that. The way Kirk rides, he's always in third — never uses second gear — so we need third to pull from the word go. We don't want any

ON

GIBBSY'S

BIKE

lag in third gear. We aim for an engine with a lot of torque so the bike works well for the way Kirk rides it — smooth and in high gears. We do all the engine work in-house. We have access to KTM motorsport parts, which we use some of, like pistons and a few other parts. The engines are completely built and assembled in-house. We usually get a few different parts to test, like cam shafts, so we build up a few engines and then test them and put our own little spin on it, if you like, to suit the individual rider. The bike also has a full titanium bolt kit including axles to help reduce weight.



ZENETH

THE NEXT GENERATION IS HERE



THE NEW RXT ZENETH MX HELMET HAS STATE OF ART HIGH FLOW VENTILATION AND A LIGHT WEIGHT ABS SHELL. WITH ITS REMOVABLE/WASHABLE 3D LINER, YOU CAN KEEP YOUR HELMET FRESH AND CLEAN WITH A SIMPLE WASH AFTER YOUR DAY AT THE TRACK. IT HAS A LARGE EYE PORT FOR A CLEAR VIEW AND ADJUSTABLE PEAK.

DESIGNED IN AUSTRALIA BY AUSTRALIAN RIDERS



SMOOTH IS FAST

It's no secret that Kirk Gibbs is a smooth operator who rides the bike in higher gears than most of his competitors, a technique that would seem to be successful and one that not too many riders have attempted to adopt.

So it's no surprise when I tell you the bike is a torque monster. I knew it would be; it's a 450 after all and they have plenty on tap from standard, but it's the way it's developed and delivered that's most impressive. Once you're underway you'll be hard pressed to know whether you're in third, fourth or fifth gear. The bike will pull just about any of them from

KIRK GIBBS 2015 MX NATIONALS RESULTS

Horsham	1-1
Appin	3-2
Broadford	7-1
Murray Bridge	1-2
Coolum	4-1
Raymond Terrace	2-1
Shepparton	3-3
Nowra	5-4
Toowoomba	5-3
Coolum	3-7

**ONCE YOU'RE UNDERWAY
YOU'LL BE HARD PRESSED
TO KNOW WHETHER
YOU'RE IN THIRD,
FOURTH OR FIFTH GEAR**

all but the tightest of turns – and in those, third gear is all that's required. You could take first and second out and put them in the bin. There's no hesitation in throttle response even when you're short-shifting and lugging the bike slightly in a higher gear.

The power is very linear in its delivery and rolls on in a way that makes it easy to ride. It's a setup that allows for energy-efficient riding. The bike doesn't launch out of your arms at any point in the power curve; it's just a strong constant acceleration right through to the limiter – which, by the way, you need never go near on this bike. This is an engine that would make plenty of riders jealous and it's worth remembering the team has had only a month or so to develop it, so I can imagine it will only get better.



HOW'S IT HANDLE?

This was the first time I'd ridden a 2016 KTM and it did feel as though the bike was a very compact package – it took a little getting used to. The bike is fitted with WP 52mm cone valve forks and a WP Trax shock, for which the team develops settings locally.

The bike initially felt firm and that inspired confidence straightaway; to me that means you're not going to get caught out if you catch a bump a little hard and bottom the bike out. The bike sits slightly rear low, which the team confirmed was Kirk's preference. That style of setup is quite popular; it makes for a stable bike in a straight line and under brakes plus it generally means the bike will squat well off turns and provide excellent drive.

KIRK GIBBS' KTM 450SX-F

Engine: KTM
Ignition: GET
Fuel: ETS
Clutch: KTM
Clutch cover: GYTR
Exhaust: Akrapovic
Handlebars: Renthal Fatbar
Triple clamps: X-Trig
Front fork: WP 52mm Cone Valve
Rear shock: WP Trak shock
Grips: KTM
Front brake caliper: Factory Brembo
Front brake rotor: KTM Powerparts
Rear brake caliper: Factory Brembo
Rear brake rotor: KTM Powerparts
Rear disc guard: KTM Powerparts
Rear brake caliper guard: KTM Powerparts
Skid plate: KTM Powerparts
Seat cover: KTM Powerparts
Footpegs: Standard sharpened
Holeshot button: KTM Powerparts
Front wheel: KTM Powerparts
Rear wheel: KTM Powerparts
Front tyre: Dunlop Geomax
Factory Tyre
Rear tyre: Dunlop Geomax
Factory Tyre
Rear tube: Heavy Duty
Front tube: Heavy Duty
Rear sprocket: KTM Powerparts
Chain: EK Chain
Chain guide: GYTR



THEY HAVE A VERY EXPERIENCED CREW OF STAFF BEHIND THE SCENES, INCLUDING TECHNICAL-GURU-TURNED-TEAM-MANAGER ROB TWYEROULD

THE FACTORY BREMBO BRAKE CALIPERS ARE WORKS OF ART AND THEIR PERFORMANCE MATCHES THEIR IMPRESSIVE LOOK



The bike did all of those things well. One of the standouts for me was how well it got power to the ground off turns and the more speed carried, the better it felt. There can be a trade-off to the low rear and that's steering accuracy, but the team has the setup in hand: it felt good into tight ruts and I didn't have any issues with the bike feeling like a chopper.

There was a decent set of rolling, sand-style whoops and the bike handled the section very well, allowing confidence to build and more speed to be carried with every lap. The firmer forks helped through that stuff and also gave a nice positive feel under brakes – there's no excessive diving that makes you feel like you need to ease off on the lever.

Again, the team has had the bike for just a month or so at this point and felt the setup was good but they



were still learning a lot about the geometry and chassis changes the 2016 bike has. Naturally, with further development they'll improve it even more.

PARK IT UP

This bike is impressive and it's only very early days as far as race team development goes. The team will be learning plenty as they spend more time on the bike and learn its individual traits.

Such smooth and strong power makes this 450 a pleasure to ride, different from what I think people assume a race team bike would be like. It's a package that obviously works very well for Kirk Gibbs and it will be a force to be reckoned with in the MX1 class for some time to come. **DAT**

MIRRORS \$15.95
STATIC SAG TOOL NOW \$54
TREAD DOCTOR JUST \$69.95
GRIp HEATERS JUST \$49.95
COLD WEATHER HAND COVERS
FOX BUMBAG (Does not include tools) JUST \$29.95
RALLY FENDERBAG WAS \$35 NOW \$25.95
ENDURANCE II (Vapour model \$179) NOW \$130
SCOTT GOGGLES Full range of Scott Goggles Available
SMALL LED BLINKERS \$48 PAIR NOW \$44
SUPERFLY FLYWHEEL WEIGHTS Easy installation, just bolt on in minutes!
BALLARD'S TOOL ROLL \$17.95
AWOL ONLY \$289
KING TOURER ONLY \$345
BIKER SWAG ONLY \$239
SHORt T BAR SET Size 8/10/12/13/14mm shaft length WAS \$49 set NOW \$46
EURO BOLT KIT 50 PIECES \$19.95
REAR TOOLBAG 29-EMOTB \$32 NOW \$27.50
MINI OFFROAD CHAINBREAKER & LINK PRESS WAS \$49.95 NOW \$45
TYRE LEVERS NOW \$28.50
FOX TITAN PRO KNEE/SHIN GUARD ONLY \$119
STEGPEGZ JUST \$159 SET
FOX INSTINCT BOOT ONLY \$595
FOX FRI SOCK ONLY \$24.95
CAMELBAK CLASSIC 2 LITRE \$79
NEW LOWER PRICE \$22.95
BALLARDS COMFORT UNDERSHIRT M-XXL #58-CUS \$22.95
INSIDE JACKET WAS \$219 NOW \$159 THREE COLOURS AVAILABLE!

PRE-XMAS SA

WOW \$94.50
PULL OUT CHANGE MATT
BALLARDS 'FIT ALL' GEARBAG \$94.50
FLOOR LUG \$59
SPECIAL BUY THE BALLARDS KIT BUY SXP CHAIN LOCK AND FLOOR LUGS STYLUS
SXP SECURITY SYSTEM (CHAIN & LOCK) WAS \$105 NOW \$89.95
DEVIATE EXTREME RADIATOR GUARDS
REAR BRAKE GREAT AIR FLOW
PIVOT ASSIST CLUTCH LEVER 40% LIGHTER PULL!
GEAR LEVERS Hammerhead \$39.95 JUST \$39.95
RADIATOR BRACES 10mm ANODISED ALUMINIUM \$69.95
1 litre \$12.50 Concentrated bike wash
BALLARDS GOGGLE CASE (Case Only) JUST \$29.95
RHINO MUD BOSS \$139.95
WE SHIP OILS! CALL FOR A PRICE
SPECIAL BUY'S ON BULK ORDERS ASK!
BUTT POWDER \$10.95 a bottle.
FORK OIL **FOUR STROKE** **CROSS POWER**

SEE WWW.ballards.com

Available on the App Store & Google play

eBay Facebook Twitter Instagram YouTube

FACEBOOK: facebook.com/ballardsoffroad
TWITTER: @BallardsOffroad
INSTAGRAM: ballardsoffroad
YOUTUBE: ballardsoffroad
EBAY: ballardsoffroad

WE NOW ON BALLARDS.CC FOR INFO!

SIDE STANDS
\$69 TO \$265

BALLARD'S 'SS' STATIC STAND
ORANGE, RED, WHITE & BLACK
ONLY \$49.95 WITH OIL CHANGE TUB!

ADJUSTABLE TIE DOWN STRUT \$25

FILTERSKINS SET OF 3
ONLY \$20.95

MOTOREX TWIN STAGE AIR FILTERS
TWINAIR CALL 1300 329 955

PRO BILET RACKS
\$299 TO \$325

BALLARD'S WHEEL CHOCK
Pt #72-WCB
WAS \$69.95
(Includes bracket)

MOTO GATE
ONLY \$89.95

BALLARD'S LINWOOD WINX MOUSSE TUBES!
100-40 & 100-50
Lever Test - Lever Impact
Lever Impact - Lever Impact
Lever Impact - Lever Impact

BALLARD'S BLACK ALLOY LIFT STAND
JUST \$85

BALLARD'S FOLDING ALLOY RACE STAND
JUST \$89.95

BALLARD'S PLASTIC RENEW
JUST \$37

Above Bar V1 Series WAS \$629
For XR, DRZ & Earler model bikes etc.

BALLARD'S FOLDING RAMP
ONLY \$70

TIE DOWN 'D' RING
#53-TDD \$6.95 each or 4 for \$23

COMPLETE SEATS
STEPPED SEATS JUST \$189

CLARKE TANKS
MOST JUST \$369
Oversize & std most bikes!

LEATT
FROM \$349 TO \$599

CAMANCHI
(OTHER BRANDS CALL)
JUST \$99.95 REDUCED TO
\$45

V4 BELOW BAR KIT
WAS \$695

NOW \$595

ABOVE BAR V1 SERIES WAS \$629
For XR, DRZ & Earler model bikes etc.

GF3 BIKE RACK
JUST \$298

DRINK AND FUEL CELL
JUST \$169

GONE RIDING™
DOOR MAT
JUST \$29.95

FORK & SHOCK SPRINGS. HUGE RANGE. EIBACH OZ DISTRIBUTORS

enDURO 18" TYRE
WAS \$169

NOW ALSO 18"
\$72

TYRE CHANGER WITH BEAD BREAKER
Perfect also for Mousse type tubes etc. An absolute quality product at an unreal price!
WAS \$139.95

NOW \$72

TUBELESS KITS ELIMINATE YOUR CONVENTIONAL TUBE!
WAS \$175

ONLY \$149.95

Fill tire with air through the special rim lock!

REPAIR KIT \$29.95

2 bottles in kit (Bag will fit 3)
Tyre patches

Glue

Spare bottles \$5

Tap inflator

RK OEM DISCS
Just \$89.00

KTM & YAM SOLID DISCS
YAM 02-12, KTM 08-12

NOW \$119

REAR KTM **REAR YAM**

HANDGUARDS
From \$75 to \$159 set

TRUE RUBBER WINNER OF H/D TUBE SHOOTOUT

ONLY \$27.50

TRUE RUBBER WINNSHOTOUTS

FOX HELMET BAG
JUST \$54.95

OPENING HOURS: MONDAY - FRIDAY 8:30AM - 6:00PM

PHONE: (02) 4731 1210 WEBSITE: WWW.BALLARDS.CC

<div style="position: absolute; left: 0; top: 0; width: 100%; height



UNBELIEVABLE IN-STORE SPECIALS ON ALL YAMAHA'S

excitemotorsports.com.au



SUPER LOW FINANCE

ON APPLICABLE MODELS. **PLUS!** SCORE FREE ON ROADS ON SELECTED MODELS

YAMAHA: #1 ON THE TRACK AND UNDER THE TREE!

Free Yamaha Watch!

Free sticker kit!

PA50 Ride Away \$1699

TT-R125/LX Ride Away \$4099/\$4499

TT-R25E Ride Away \$1699

TT-R125E Ride Away \$2999

WE'RE GOING TO NEED A BIGGER SLEIGH!

FREE #1 STICKER KIT, YAMAHA RACING PIT TENT AND TW STEEL WATCH WORTH \$550 WITH EVERY FUN BIKE!

YAMAHA DEALER LOCATE US AND LOCATE A YAMAHA DEALER AT www.yamaha-motor.com.au

ACT NOW AND SAVE
WITH GREAT MATES RATES
ON SELECTED YAMAHA'S!



30 Henry Street, Penrith NSW 2750 | T: 02 4722 6222 | F: 02 4722 6277
E: info@excitemotorsports.com.au | Mon-Fri: 8:30am - 5:30pm | Sat: 8:30am - 3:30pm



TLD MX
HELMETS
20% OFF

RHK BLING KIT \$99.95



TO SUIT MOST MODELS



R15 WORX
RACE STAND
IN STOCK



PW50 TRAINING
WHEELS \$189



MOTO2 TYRE 19"
\$89.95 FITTED



SAMCO CARB OVERFLOW
HOSES \$14.95 ALL COLOURS



MX TOOL BAG
\$29.95



DRC WHEEL CHOC \$34.95

RHK CHAIN +
SPROCKET KITS,
KTM & YAMAHA



2016 FOX
GEARBAGS

R-TECH OIL DRAIN
DISPOSABLE TANK

FRONT DISC ROTORS
SUIT ALL MAKES + MODELS
FROM \$89

MATRIX MX
FUEL - 17LTR
\$79.95



RUNOUT MX GEAR
UP TO 50% OFF



DRC RADIATOR HOSE
KITS \$89.95



SUNLINE
LEVERS
5YR
WARRANTY
\$99
SUIT ALL
MAKES +
MODELS



MOTUL AIR
FILTER WASH KIT
NOW ONLY \$89



VON ZIPPER GOGGLES
BUY 1 GET 1 FREE
\$79.95



YAMALUBE OIL
CHANGE KIT WR/YZ
IN STOCK



YAMAHA POWER
TUNER WAS \$399
NOW \$320



GYTR OVERSIZE ROTOR \$249
INCL. BRACKET

FOX SHOES



TUBELESS TYRE
REPAIR KIT \$39.95



TALON SMP MOTARD WHEELS
\$1299 TO SUIT ALL BRANDS



GYTR
RAD
GUARD
+
ENDURO
BASH
PLATE
+
KIT
GYTR
EXHAUST
NOW ONLY \$745



PW50 TYRES
\$29.95

FOX PEEWEE
KIDS BODY
ARMOUR
\$59.95

PIRELLI SCORPION
MIDSOFT 2/11 \$99
FITTED

PROTAPER
FATBAR WITH
PAD \$119.95
CONTOUR



DUNLOP MX52
FRONT \$89.95 FITTED
REAR \$109.95 FITTED



2016 FOX COMP 5 BOOTS
IN STOCK

MASSIVE ONLINE SUPERSTORE



B E A U R A L S T O N

FROM TRIPLES TO TREES, BEAU RALSTON MADE THE SWITCH TO OFF-ROAD TWO YEARS AGO AND ALREADY HAS A NUMBER-ONE PLATE

It's hard to believe that 2015 was only Beau Ralston's second year racing the Australian Off Road Championship and first year on a team.

Coming from a motocross background, Ralston burst onto the off-road scene at the beginning of 2014 and raced to a fourth-place finish at the Sydney round of the now-defunct Australian Enduro-X Championship.

With another strong result, finishing second at the final round of the Enduro-X Championship in Queensland just a couple of weeks later, Ralston picked up a little support to

contest the entire 2014 AORC championship as a privateer. After Ralston again showed promising results in the AORC ranks – including class and outright podium finishes by the end of last year – Active8 Yamaha team manager AJ Roberts offered him a full-time ride for 2015 and the New South Welshman repaid AJ, the team and Yamaha with the E2 title.

Just days before he jetted out to Slovakia to represent Australia at the 2015 ISDE, we caught up with Ralston to talk about his amazing year to date.

STORY AARYN MINERDS PHOTOGRAPHY DAMIEN ASHENHURST



First up, Beau, how does it feel to win your first AORC title and your first senior national championship?
It felt great to win the E2 class, though in saying that I was working my arse off to try and become the outright champion and was always aiming for the outright win. I'm stoked to win an E2 title; I'm certainly over the moon with that. But at the same time I feel that I have a lot more to give and will be getting back to work to chase the outright title. While it's great to have the class title, I haven't made it yet. The outright title is the ultimate goal.

A national title in your second year racing the AORC is a mighty fine effort. Had you ever ridden any enduro type events before the start of 2014?

I raced my first-ever off-road event at the start of 2014 at the Sydney round of the Enduro-X championship. Last year I did that off my own back – I borrowed a bike from Graham Boyd Motorcycles for the two rounds of Enduro-X, then AJ was kind enough to help me out for the

ABOVE: Beau (L) takes on calming words from team boss AJ Roberts during a Four Day tyre change

FAR LEFT: If you've got it, run it: Ralston's new number-one plate on show

LEFT: Beau hits berms and berms disappear

rest of the year with a bike and gear and obviously the best advice that I could get in the off-road world. He believed in me enough after Enduro-X in 2014 to give me half a shot and to prove that I had the goods and I guess at the end of last year, picking up a few outright podium results, he saw something in me and I was lucky enough to get a fulltime gig with him which I was stoked with.

It was great to be able to repay the team and Yamaha with winning a title this year. I didn't want to take up the opportunity and not have something to give back. I don't work hard every single day to not get the results that I feel as though I deserve and set out for myself.

How have you found the team environment at the Active8 Yamaha team? You guys always look like you are having fun, especially on race day.

The team is unreal; every weekend we're always taking the piss out of each other but there are no hard feelings. We're all there to help each other: if one guy's struggling the rest of the team pitch in to help him. Obviously, AJ, with his experience in the off-road world and all of his knowledge, is more than I could ever ask for in a team manager. There's no doubt that he teaches us a lot more than we could ever learn on our own – he really is unreal.

I FEEL I HAVE A LOT MORE TO GIVE AND WILL BE GETTING BACK TO WORK TO CHASE THE OUTRIGHT TITLE



YCF™

50A \$1,590*
Ride Away

SPECIFICATIONS & FEATURES

- LIGHTEST IN CLASS - 42KG
- 4 STROKE 50CC - ELECTRIC START
- ADJUSTABLE THROTTLE
- 550MM SEAT HEIGHT



AVAILABLE IN 6 COLOUR OPTIONS



Merry
Christmas



2015 XMAS LIMITED EDITIONS



**YCF 50A
Monster**

\$1,690 Ride Away



**YCF 50A
Pastrana**

\$1,690 Ride Away



**YCF 50A
Monster**

\$1,990 Ride Away



**YCF 50A
Pastrana**

\$1,990 Ride Away

The YCF dealer network are all established, professional motorcycle dealers who know what it takes to give excellent after sales support.

QLD: Gold Coast - Action M/C Gold Coast 07 5596 6622 | Slacks Creek - Full Throttle M/C 07 3209 1977 | Toowoomba - Toowoomba Bikes & Bits 07 4632 1700
Stanthorpe - JSI M/C & Small Engines 07 4681 1653 | Caboolture - Brisbane M/C 07 5499 0733 | Gympie - Wide Bay M/C 07 5483 8063 | Gladstone - Mild to Wild M/C 07 4972 8662
Mackay - Jeff's Bikes & Bits 07 4944 0200

NSW: South Lismore - Town & Country M/C 02 6622 5373 | Grafton - Cross Roads Grafton 02 6643 1933 | Wauchope - Mud 'N' Tar M/C 02 6585 1746
Cessnock - Cessnock KTM 02 4990 2527 | West Gosford - ProRacer M/C 02 4323 4969 | Dubbo - Dubbo City M/C 02 6882 8884 | Deniliquin - Riverina M/C 04 5559 3963
North Richmond - M.R.D. M/C 02 4571 4194 | Penrith - Sutto's M/C Supply 02 4737 9568 | Tamworth - Auto Moto Garage 02 6762 0101
Wollongong - Dirt Bike Factory 02 4229 7431 | Yass - Wright M/C 02 6226 4188 | Wagga Wagga - Saddler Motors 02 6921 7580 | Cowra - All Service Motors 02 6342 2590

ACT: Queanbeyan - Dahlitz M/C 02 6299 0028

VIC: Echuca - Moto Shack 03 5480 3333 | Cobram - Cobram M/C 03 5872 2967 | Leongatha - Marriots MPE 03 5662 2028 | Seaford - Byrners M/C 03 9786 9000
Thomastown - High Octane M/C 03 9465 3555 | Wodonga - KSP Offroad 02 6056 1980

WA: Rockingham - West Coast Scooters & M/C 08 9592 2203



After 10 successful years in France, YCF has come to Australia

follow us: @YCFAustralia



* At participating YCF Dealers, Prices & Specifications subject to change without notice. Free Xmas Value Pack promotional period 1st Oct 2015 until 25th Dec 2015 For a limited time only, while stocks last.
Imported and distributed by Lowry Australia. Dealer enquiries welcome (07) 55 202 483

View the complete range online: www.ycf-motorcycles.com.au

Something I didn't realise until recently is that you and your teammate Josh Green don't live too far from each other. Do you spend a lot of time training with each other?

No, we don't, actually. I think this year when we've been at home we've ridden together maybe three or four times. With going away for all the races and then Hattah, we spend nearly half the year together as it is, so when we get home we're both pretty much at the point where we're like, "I'm not going near him!" [laughs] It's only a matter of time before I'm spending another week or two together with him.

Obviously, with your great results you look to be enjoying life in the AORC. How have you found being in the AORC paddock in general?

I love the feel and being involved in the off-road scene and all the people involved are great – even the competitors. Because we're mainly racing against the clock there's really no bar banging or trying to take each other out and that type of stuff. We race against the clock and for the most part everyone's nice to each other and all the guys out there are real sportsmen; there's no hard feelings towards each other. Everyone gets along great – from the teams to the riders, it's really chilled out and laid back.

So not too many hassles adapting to bouncing off trees?

There's always trouble trying to go fast through this stuff and finding that next level, but I guess that's the same in everything, though – you're always looking to find the next level. It's been a learning curve; the tracks are always changing so much. It's not like you're doing lap after lap with 39 other riders – we do a lap then there's three to four hundred riders go through before you get to go again, all at different speeds and skill levels.

Added to that you usually have seven to eight minutes of track to remember on top of adapting to all the changes each lap with the ruts getting deeper, ruts getting blown out, new lines forming, lines you've ridden for three or four laps prior all of a sudden becoming slow or unrideable, rocks being pulled out of the ground and all that type of stuff. It certainly keeps you on your toes and it's still something I struggle with at the moment. I'm still learning and will be aiming to improve on that side of things going into next year.



I WOULD SAY HANDS DOWN THAT HATTAH IS THE BEST RACE I'VE EVER DONE IN MY LIFE

As you said, it's only really your first full year in off-road and for an off-road guy you're still very young, so plenty of time to learn.

It's funny, from the way everyone speaks and coming from motocross it feels like I've been around forever, but I'm only 24 so hopefully I have a long time left and have plenty more titles to come.

TOP: Finke isn't for the timid and Ralston's finishes in the desert have been impressive

LEFT: The best part of the Ralston story is taking advantage of opportunity and giving 100 per cent

ABOVE: Off-road requires a new set of skills and Beau is learning them fast

100% BUSH LEGAL

RMX 450Z

MOTOCROSS PERFORMANCE

ENDURO RELIABILITY

2.95%
P.A.*
COMPARISON RATE
AND UP TO
\$1,000
FACTORY BONUS^



*The interest rate quoted is applicable for new applications for the "Low Rate Product" from 1 October 2015 and is subject to change without notice. Comparison rate is 2.95% pa calculated on the basis of secured credit of \$10,000 over a 3 year term. WARNING: This comparison rate is true only for the examples given and may not include all fees and charges. Different terms, fees or other loan amounts might result in a different comparison rate. Finance provided by Pepper Asset Finance Pty Ltd ACN 165 183 317, Australian Credit Licence 458899. All applications are subject to Pepper's normal credit assessment and loan suitability criteria. Terms, conditions, fees and charges apply. Offer only available on the RMX450Z model. Applications must be approved before 31 December 2015 and vehicle must be delivered by 15 January 2016. ^Factory bonus redeemable at point of sale, from participating dealers.



IT'S UNREAL TO WIN A CHAMPIONSHIP, BUT TO SEE A SMILE ON MY DAUGHTER'S FACE IS EVEN BETTER

You won the E2 title but also had some great results at Australia's two big desert races this year, finishing seventh at Finke and fifth at Hattah. What are your thoughts on those two events?

Finke for me is just scary. I love racing dirtbikes no matter what it is, but while I'm out there it's like I'm scared and I'm just focusing on gaining my confidence and getting up to the speed and attack and [to] be aggressive like some of those guys can do out in the desert. I'm going as fast as I can but at the same time trying not to risk anything. As for Hattah, this year was the first year I've ever raced that event and I'd say hands down that's the best race I've ever done in my life.

I personally thought you'd enjoy Hattah and it would suit your style. Do you think the fact that the track is more motocross style than flat-out desert race suited you?

It seems like it's a bit of a motocross race, but at the same time there is no motocross race that goes for four hours. In motocross your intensity is so high from the moment the gate drops and it's maximum intensity for 30 minutes. Even though the Hattah track is more motocross style with a bit more high speed, you still don't have that intensity because you always have in the back of your mind that the race lasts for four hours, which is a long time on a dirtbike.

Obviously we are pretty fit and it's what we do for a job fulltime. We work our butts off to be able to race for that long but you definitely feel it for a few days after these longer events. We're riding the full four hours as hard as we can. Your muscles get a big build-up of lactic acid in those events and it burns and you're sore for days after.

Tye Simmonds also made the move into the AORC ranks this year with quite a bit of hype. Do you think having Tye move across took any pressure or focus off you heading into this season?

It's something that I never really thought about, to be honest. With Tye coming over to the off-roads, I knew he was going to be a title threat because his talent on a bike is unbelievable. As everyone in the industry knows,



ABOVE: You can be sure Ralston will put in the off-season work for a big 2016 charge

TOP LEFT: You'd find it hard to meet a nicer bloke than Beau and as he progresses he'll win plenty of fans

he's one of the best riders this country has seen. I never really thought about it in terms of taking any pressure off me. I'm not the type of rider that feels the pressure other people might place on me; it's more just the pressure I put on myself to try and win and it doesn't matter who else is there, for me I work my butt off to try and win. I put pressure on myself to do that no matter who is there.

Any chance we will see you at SX later this year? It's hard to say at the moment – I don't think so. I want to focus on being ready for next year's off-road events and I have some goals I'd like to achieve there, but it's in the back of my mind for the future, for sure.

When I called this evening you mentioned that you'd been out riding with your daughter. It's probably something most people don't know about you – not only are you one of the fastest riders in the country; you're also a proud dad. How is life as a father?

As I was saying before, it's unreal to win a championship, but to see a smile on my daughter's face is even better. As you know yourself, it's the best feeling

in the world being a dad and being able to give your kid what they want and what they need – it's a great feeling. She's already learning to ride and is picking it up quick. It's a good thing that she'll be able to ride a bike but a scary thing at the same time.

One final question I've always wanted to ask you: how much do your helmet sponsors hate you? Since I've known you I think half the photos I have of you are racing with a peak either hanging half off, smashed to pieces or completely missing. Can we start calling you the Cannonball Kid?

I actually do it on purpose – that way there's less wind catching under the helmet. [laughs] I really don't know, I guess sometimes, this year in particular, there's been a few races where I've been struggling a little bit and I try to get my shit together and try to ride above what I should be on the day and it doesn't turn out that great sometimes. I have ended up on my head a few more times than I would like. As the guys on my team know, I have a pretty big head. I run a XL helmet, so I guess when that's the heaviest part of my body it seems to hit the ground first! [laughs]

MXINK
CUSTOM MX GRAPHICS



PERFORMANCE TRIED AND TRUSTED
MOTOCROSS GRAPHICS



200+ CUSTOM DESIGNS ONLINE

SHOP NOW



MXINK.COM.AU

1300 133 696

MOTOCROSS MONSTERS

WE SALUTE THE STANDOUT PERFORMERS OF THE 2015 MONSTER ENERGY MOTOCROSS NATIONALS

STORY AARYN MINEROS PHOTOS DAMIEN ASHENHURST & MATT BERNARD



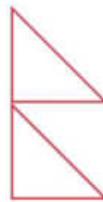
The 2015 MX Nationals are over with three new national champions crowned at Coolum on Sunday, August 30.

In the MX1 class, South Australian Kirk Gibbs powered his KTM Australia 450 SXF to glory ahead of the Victorian duo of CDR Yamaha's Kade Mosig and Monster Energy Kawasaki's Adam Monea.

Jay Wilson had a breakout season in the MX2 class to take his privateer JCR-backed YZ250F to the top step of the podium, edging out 2014 champion and last year's Serco Yamaha teammate Luke Clout for the title. Japanese veteran Takeshi Katsuya finished third, giving every 30-plus-year-old hope that they still have a chance of making it at the national level.

In the MXD class, GYTR Yamaha's Wilson Todd held off a couple of feisty West Aussies to take the title, leading home Jayden Rykers and Connor Tierney.

With the 2015 season complete, we reflect on some of the outstanding riders of what turned out to be a great season of racing across all three classes, with some big highs and the lowest of lows along the way.





CONNOR

With two early-season round wins to his name, Tierney looked as though he could be the rider to win the MXD title at the midpoint of 2015. The second half of the season proved a little tougher for the West Aussie, though he was able to hold on to third position in the championship at season's end. Between him and Rykers, it looks like WA moto fans have a lot to cheer for in the coming years.

TIERNEY



IT ISN'T OFTEN
YOU SEE ANYONE
CHASE DOWN
AND CATCH BEN
TOWNLEY BUT
THAT'S EXACTLY
WHAT MONEA
DID ON HIS WAY
TO WINNING
THE SEASON-
ENDING RACE



KIRK

This championship has been a long time coming for the man from Mount Gambier in South Australia. A picture of consistency through the first half of 2015, by midyear the KTM Australia factory rider held a big points lead, which he then controlled through the second half of the season as he fought firstly through a shoulder injury and then a back injury that minimised his ride time between rounds during the final weeks of the season.

GIBBS

To seal the 2015 MX1 title at the same venue where he suffered a life-threatening horror crash in 2012 was a fitting way for the hard-working racer with a never-give-up attitude to take the crown.

The likeable Gibbs was a popular winner with fans and fellow racers alike and there's no doubt he'll be back to defend his title with the same team in 2016.



LUKE

It could so easily have been back-to-back MX2 titles for Luke Clout and things were looking good all year.

The Serco Yamaha rider had his share of adversity during the year with a thumb injury nearly derailing his season, but the biggest deciding factor in this year's title chase came down to the penultimate round at Toowoomba when he dropped a lot of points to Wilson.

Clout is a champion and will be a contender wherever he ends up in 2016, be it MX1 or MX2 here in Australia or overseas.

CLOUT

JAY

Quietly spoken and happy to let his actions speak louder than words, the MX2 champ fought through some major struggles in 2015 on his way to his championship win.

It's crazy to think Jay nearly missed round two of the championship through wanting to be by his brother's side after Dylan Wilson suffered a serious crash at the opening round in Horsham that left him in a coma.

A last-minute decision to ride bagged Wilson a big points haul at round two and he finished the day tied at the top with Luke Clout but missed out on the round win on count-back.

It's also hard to believe that Wilson's first round win didn't come until round nine, but he made up for it by winning the title in grand style with a perfect 1-1 result at the final round in Coolum the following weekend to put the result beyond any doubt.





BEN TOWNLEY

Retired? Part-time rider? Sure, but this man is still and will always be a beast on a bike. His rides in both motos at the final round in Coolum were inspired. He stalked Luke Styke for the opening moto win before holding off all but a fast-charging Adam Monea in race two, picked up the final round win and gave his Honda team something to smile about.

And if you ever wondered if the 30-year-old is past his prime, check out this year's MXoN where he once again proved he's world class, finishing second only to current world MXGP champ Romain Febvre.



WILSON TODD

The MXD title was considered all but over even before the first gate dropped on the 2015 season, with many expecting second-year rider Wilson Todd to walk away with the series from the outset. However, a big pre-season accident while training off the bike (well, dirtbike!) left the GYTR Yamaha rider lucky to be alive, let alone able to line up for round one.

While Wilson did not dominate the entire year, he did show he was the class of the field by year's end to take hold of the MXD Championship cup.



TAKESHI KATSUYA

For a rider who could've lined up in the Vets class, Takeshi Katsuya put a lot of young riders to shame this year. The man on the apparently stock Kawasaki KX250F was the sensation of the class, holding down plenty of podium results throughout the year and managing to land on the podium in at least one moto at each of the opening five rounds of the season.

He picked up his first moto win at Shepparton and followed with a second moto win at Toowoomba but in both cases was edged out of the overall round win by the narrowest of margins.

Finishing third in the championship standings at year's end was a great achievement. And, while his KX250F may have appeared stock, the Factory Kawasaki Japanese test rider had a lot of unobtainium hidden within those ordinary-looking cases!

BETWEEN TIERNEY AND RYKERS, IT LOOKS LIKE WA MOTO FANS HAVE A LOT TO CHEER FOR IN THE COMING YEARS



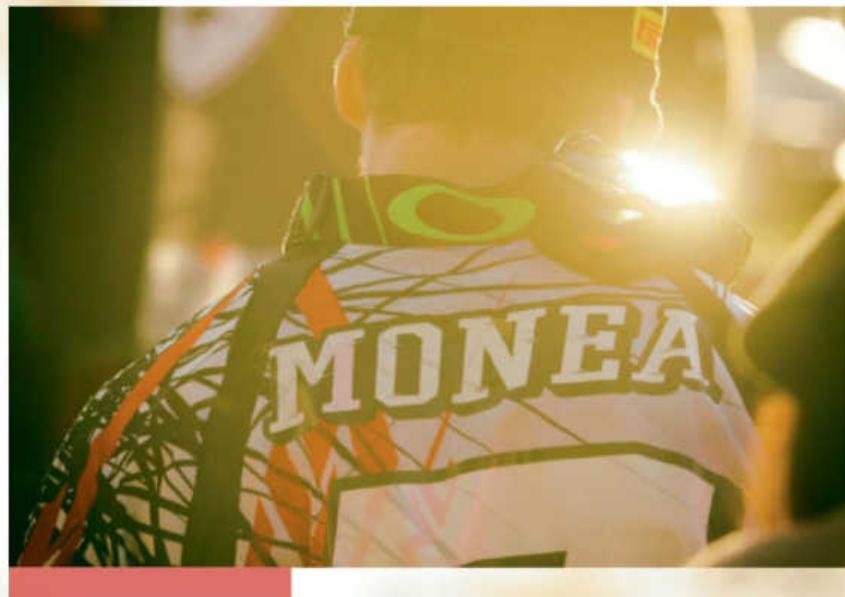
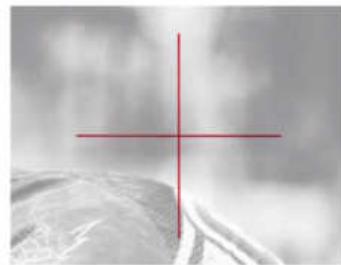
ADAM

Monea got off to a somewhat slow start to the season at the opening two rounds, posting 6-8 overall round results. He pulled it all together at round three to step onto the podium for the first time for 2015 and would do likewise at another four rounds during the season, giving the Victorian a 50 per cent podium strike rate for the year.

The season finale at Coolum was a massive highlight of his season. After he put in a massive charge from dead last in race one, his ride in the final race of the year could go down as the best ride by any single rider of 2015. It isn't often you see anyone chase down and catch Ben Townley – but that's exactly what Monea did on his way to winning the season-ending race.

All in all, it was a very solid year for the NPS/Monster Energy Kawasaki rider and his final moto win of the year was enough for him to pip Luke Styke for the final championship podium spot.

MONEA



MATT

I don't think anyone could have scripted the MX Nationals season Matt Moss had in 2015. The two-time defending champion was the big favourite coming into Horsham at round one but, as we know, things started off badly and only continued to get worse for the Team Motul Suzuki rider. By the end of round two at Appin his title defence was over after a big first-turn crash sidelined him for the next two rounds.

As we also know, Mossy's return from injury lasted all but one round. Making it through Coolum, he returned from the midseason break at Shepparton only to be confronted by a piece of track machinery on the down side of the jump as he commenced his GoPro Superpole lap.

To top off a tough season, it was announced after the final round of the 2015 MX Nationals that the team with which Matt's had so much success will be closed down at year's end.

The big positive Moss can take away from the 2015 season is that he somehow survived jumping headfirst into a bobcat and will miraculously be healthy enough to line up and defend his SX1 championship.

MOSS

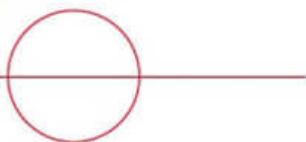
LUKE

Returning from racing the MX2 World Championship in 2014 with a team he failed to gel with, Styke quickly forged a strong bond with the Australian KTM team and kicked off his first season aboard a 450 with a pair of podium finishes before taking his first and only round win of 2015 at round three.

The remainder of the season was reasonably consistent for Styke and he looked as though he was going to give KTM a dream 1-2 championship result – right up until the final couple of rounds where he was outpointed by Mosig and Monea.

Always a determined rider who never fails to step up to a challenge, Styke, if history is anything to go by, will be a title contender in 2016.

STYKE



IT'S CRAZY TO THINK JAY NEARLY MISSED ROUND TWO OF THE CHAMPIONSHIP TO BE BY HIS BROTHER'S SIDE AFTER DYLAN WILSON SUFFERED A SERIOUS CRASH AT THE OPENING ROUND IN HORSHAM THAT LEFT HIM IN A COMA



DAN REARDON

The comeback kid. After a three-year hiatus from racing, Dan Reardon, at the age of 28, joined the CDR Yamaha team to contest this year's MX Nationals.

Reardon's most noticeable moments for the year were a podium at Murray Bridge and the round win at Nowra after early season dramas – through mechanical issues and a run-in with his teammate – put an early end to any thoughts of a championship-winning season in his first year back.

Watch out come supercross time, though. Reardon has always been known for his SX skills and will be a big favourite to win once the season kicks off at Bathurst.



DYLAN LONG

After a few years dealing with injuries, the travelling privateer showed great speed along with a little inconsistency early in the year as a privateer with some backing from the Tattoo Racing team.

After being drafted into the Monster Energy Kawasaki team midseason for the injured Jake Moss, the man with the massive social media following did not disappoint, picking up his maiden MX1 moto win in the second moto at Nowra on his way to finishing second overall for the round.



TO SEAL THE 2015 MX1 TITLE AT THE SAME VENUE WHERE HE SUFFERED A LIFE-THREATENING HORROR CRASH IN 2012 WAS A FITTING WAY FOR THE HARD-WORKING RACER WITH A NEVER-GIVE-UP ATTITUDE TO TAKE THE CROWN



JAYDEN RYKERS

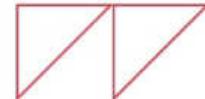
Outshone – though only slightly – by fellow Western Australia-based rider Connor Tierney early in the season and finishing second to the Husqvarna rider at both rounds four and five, Rykers turned the tables in the second half of the season.

Picking up the overall round wins at rounds seven and eight in Shepparton and Nowra, Rykers proved that for a WA-based rider he has some serious hard-pack dirt-riding skills and by season's end edged out Tierney for the second spot on the MXD championship podium.

KADE MOSIG

Aboard his CDR Yamaha, Mosig showed his true potential in 2015 by picking up three round wins to end the year in a tie with Gibbs for the highest number of MX1 round wins.

Looking back, the controversial coming together with teammate Dan Reardon at Horsham and dropping a lot of points after a crash at Raymond Terrace were the key factors in his being out of any real title hunt down the stretch. At year's end he overhauled Luke Styke and Adam Monea for second position and proved to be the rider to beat in the second half of the year.





GET MORE FOR A FOUR



HUSQVARNA FOUR STROKES NOW HAVE MORE GOING 4 THEM!

Right now you can race in and buy an FC 250, FC 350 or FC 450, 2014 or 2015 model and save a stack of cash. Plus we'll bundle it together with an awesome FMF Slip-on!



MAKE TRACKS TO YOUR LOCAL
HUSQVARNA MOTORCYCLE DEALER AND
GET IT RIGHT HERE, RIGHT NOW, WHILE STOCKS LAST.

FC 250/350/450 2014 SAVE
\$1,495 *OFF THE RRP

+ 2014's BONUS GET A
FREE GRAPHICS KIT



FC 250 2015 SAVE
\$995 *OFF THE RRP

FC 350 2015 SAVE
\$1,695 *OFF THE RRP

FC 450 2015 SAVE
\$1,495 *OFF THE RRP

CONTACT YOUR LOCAL AUTHORISED HUSQVARNA
MOTORCYCLE DEALER TODAY!

TERMS AND CONDITIONS: *Discounts apply to the aforementioned model range. This offer is for all new 2014 and 2015 selected model purchases. Not in conjunction with any other offers. At participating dealers only. For more information contact your local authorised Husqvarna Dealer. While stocks last.



Husqvarna
Motorcycles



Husqvarna®
MOTORCYCLES

t h e
m a c h

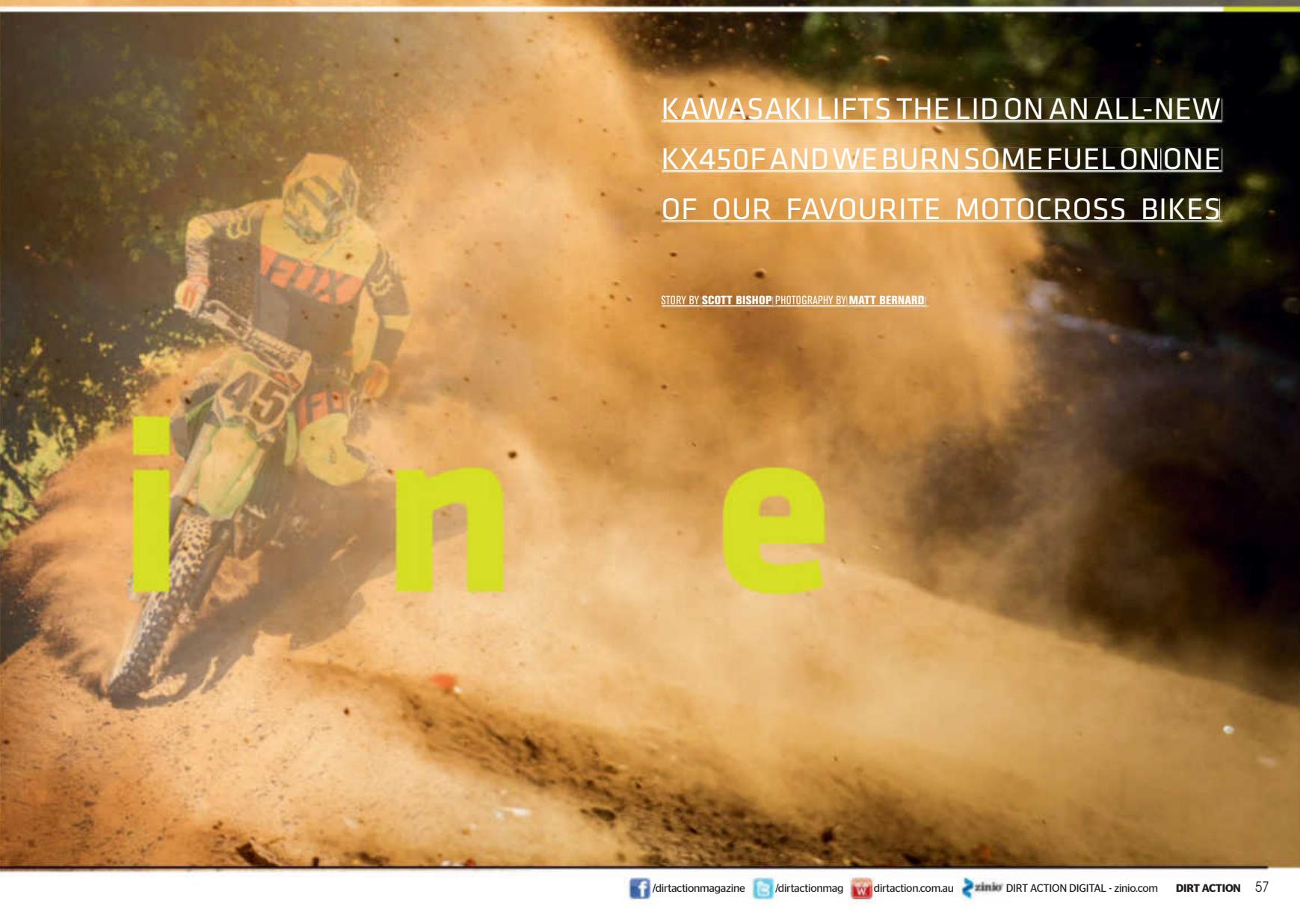
A dynamic photograph of a motocross rider in mid-turn on a dirt track. The rider, wearing a red helmet and matching red and white racing suit, is leaning into the turn on a green Kawasaki KX450F. A massive cloud of dust is kicked up by the rear wheel, partially obscuring the rider. The bike's number 45 is visible on the front fender. The background shows a blurred dirt track and some greenery.



e a n

KAWASAKI LIFTS THE LID ON AN ALL-NEW
KX450F AND WE BURN SOME FUEL ON ONE
OF OUR FAVOURITE MOTOCROSS BIKES

STORY BY SCOTT BISHOP PHOTOGRAPHY BY MATT BERNARD



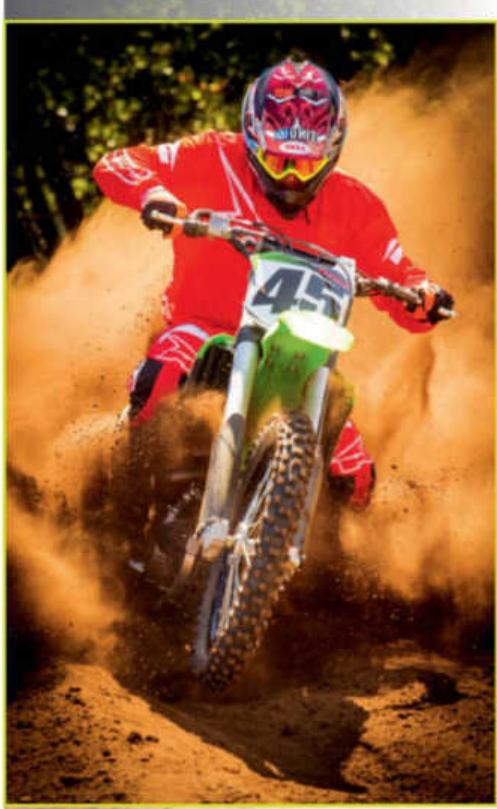
i n e



Since the last major update for the 2012 season, the Kawasaki KX450F has been a favourite here at DIRT ACTION and always did well when it came to our annual shootout. It has traditionally combined a big, ballsy bottom and midrange motor with workmanlike handling and suspension that suits a wide variety of riders. As a result, the KX450F was extremely likeable.

From 2012, each model has been a refinement and a host of fine tuning has come its way in successive years. Some weight has been trimmed, some power added and there are upgrades to the suspension, including the introduction of the Separate Function Fork (SFF).

Like most of the major manufacturers, Kawasaki is on a four-year cycle when it comes to major updates to its motocross models and 2016 sees Kawasaki roll out what is essentially an all-new bike. What Kawasaki was able to achieve with the step up in performance from the 2011 to 2012 model was huge; as we rolled into our test venue, we were hoping for the same step forward to be taken again when we started spinning laps on the 2016 KX450F.



If you're a 2012-2015 Kawasaki rider/owner, you're in for a big change

WHAT'S NEW?

A hell of a lot. The design goal for this bike was pretty basic. The design team obviously sat around a corporate table and said, "Let's make the 450 lighter, faster and handle better." It's not rocket science but it's the obvious direction every manufacturer wants to take when designing its next generation of bikes.

SECOND OPINION: SHANE BOOTH

I've always felt comfortable on the KX 450F and the same goes in 2016. It does feel quite a bit different from previous KX 450Fs. To me, the Kawasaki has always felt like a bigger bike but the 2016 is far from that. It's a much slimmer and more nimble-feeling bike; overall it feels quite a bit smaller than 2015. The power is now much smoother, too – it's a very easy 450 engine to ride with no aggressive hit, just a very linear delivery right from the time you open the throttle. There's more horsepower but it's spread so well throughout the power delivery that you could hardly tell. Some might think that's a bad thing but it's not; more power delivered smoother is a win. The bike turns quickly and has a light feel. Get your SFF air fork settings dialled and you have yourself a great bike.

To make it faster, Kawasaki has updated the cylinder head and offset it by an 8.5mm increase in efficiency. The intake valves and the intake cam timing have also been changed for 2016, not to mention a new piston. Also available is the KX FI Calibration Kit that can fine-tune the EFI settings on your machine. It's not dissimilar to the Power Tuner offered by Yamaha for its bikes.

To make it handle better the frame was redesigned, with rigidity in the right places a focal point. It's also 6mm narrower. That doesn't sound a lot but it's certainly noticeable. The radiators have also been rejigged to keep with the narrower feel. The swingarm has also been updated as have the suspension settings. And Kawasaki still offers the four-way-adjustable bar positions as well as the two-way-adjustable footpeg positions.

And to save weight, the entire bike got a going over. Kawasaki was able to shave 3.4kg in total with 2kg coming from the motor and another 1.4 coming off the chassis. And 3.4kg is a good chunk of weight to lose.

**TURN ROUGH
TRACKS INTO
HIGHWAYS**

**WITH MSCMOTO
STEERING DAMPERS**

new technology

AXIS STEERING DAMPER

WITH ACTIVE RETURN DAMPING

3 REASONS WHY YOUR RIDE WILL BE BETTER AND SAFER

- 1- STOP WHEEL DEFLECTION**
- 2- REDUCE ARM PUMP**
- 3- NO MORE HEADSHAKE**

If you are looking to genuinely find confidence in your bike for less than \$500 that you can take from bike to bike then MSCMOTO has your answer.

With our fully adjustable Australian made hydraulic steering dampers, you will wonder how you ever rode a motorcycle without one.

Used by Australia's leading riders, race teams, trail tour companies and thousands more weekend trail riders since 1995, **you can trust its NO GIMMICK!**

Top Mount kits and
DownUnder mounts
now available from

only \$497
Delivered

FREE bar pad with top mount



NEW CNC Billet Pivot levers



only \$120 a set

ON BOARD

If you're a 2012-2015 Kawasaki rider/owner, you're in for a big change. Leaping on board for the first time, the KX450F now has an ultra-modern feel with a flat seat and tank area and a slim feeling between the legs. As a result, the rider position feels far more aggressive and it's definitely a "sit-on" feel rather than the old "sit-in" layout of the older bikes.

On the same day we rode the 450F, Kawasaki also had the 250 on hand and the difference was significant from bike to bike, with the 450 much preferred. Gone is the dated feel of the old bike and the new 450 has a comfortable, in-command position that riders will enjoy.

The bike is noticeably slimmer, too. In 2012, Kawasaki lost 12mm of girth and has now shaved another 6mm,

SFF BASIC SETUP

The beauty of this fork is that you can adjust almost everything externally with simple clicker adjustments or by adding or taking out air, but it can be almost too much for the average punter. Simply put, the inner chamber is like your spring rate. Stock is around the 145psi with most teams running around the 160-170 mark. The outer chamber is like a reserve and can assist in bottoming resistance. Many simply keep it at a steady rate all season and don't change it: 6-8psi is the common range.

If you think of the inner chamber as compression, then the balancer chamber is a rebound and usually set to a similar setting as the inner chamber. Speaking with several Kawasaki riders, a good starting point is

Inner: 160psi

Outer: 6psi

Balance: 170psi

Also, don't forget there are the usual clicker adjustments for compression and rebound, so don't ignore them – use them to fine-tune your settings.

so you can imagine just how much of a porker the 2011 bike would now feel against the 2016 machine, which is 18mm narrower.

The 'bars are Renthal and are a good bend for most people. Combine them with the four-way-adjustable mounts and everyone should be able to find a place where they feel comfortable. The adjustable footpegs are also a good idea, something that factory teams continually experiment with as you only touch the bike in four places and, if one of those is out, it's difficult to feel right at home.

The 270mm rotor is a nice touch and Kawasaki should be applauded for being the first to go to a 270mm disc. As a result, the front brake offers good performance and a strong feel at the lever. The clutch pull is a little heavy but not crazy and the look of the bike is modern yet typically Kawasaki.

MOTOR

There are two major facets to producing a good motor: how much power is available and how is that power delivered?

To make a great motor, you can't simply have one or the other; you must have both and that's even more important in the 450cc class, as often a large amount of power is produced. But if it's unleashed in an unrideable fashion, there are issues.

For 2016, Kawasaki has gone for more power but tried to spread it out across a broader range and deliver it in a more linear fashion. It's a ploy that both KTM and Yamaha have used on their 2016 450cc models. There's

no doubt that Kawasaki has upped the HP in 2016. The motor always had a strong bottom and mid – never class-leading but more than enough. This year, there's more power on tap but it has a smoother, roll-on feel rather than a rush of blood and an explosion. It tractors along with plenty of torque and in a measured manner.

Midrange and top end also feel improved. If there was a weakness to the previous Kawie power plant, it was that it signed off in the high rpm. That isn't the case in 2016 as the motor continues to toil away across a wide rev range.

While the power of the motor is impressive, it's the way it's delivered that makes it good. It's a rider's motor that suits a motocross track, not a drag strip. It might punch out 56-57hp at the rear wheel but its solid, roll-on surge of power means it's easy to use and not overly aggressive or intimidating. It will still set you back in your seat but it's a good, manageable package.

Having already ridden the 2016 KTM and YZ-F, the Kawie 450 is right there with what most believe are the class leaders in the 450 fleet.

SUSPENSION & HANDLING

The lighter weight, combined with the slimmer feel, means the general handling of the bike is already a step forward over the previous model. As mentioned, 3.4kg is a good weight loss and is evident on the track in braking at cornering.

I've always found the frame a good compromise in many ways. The Yamaha has a rigid feel when new and the Honda has forgiving, rubbery feel, while the

It drives, tracks and behaves predictably with no unsettling features





Kawasaki has always been somewhere in the middle. It doesn't have the new bike stiffness but has enough rigidity to be ridden at speed without too much fear.

That compromise is similar in the turning prowess of the bike. It's not razor sharp but it does fold into corners with little fuss and, with the added lightness, does feel more flickable than in the past. Straight-line stability still feels solid and as a whole it does a lot of things right – and not much wrong.

The fork has been an issue that divided many, not just for Kawasaki but as an industry. We have the air fork (and its varieties) versus the spring fork and, depending on who you talk to, the answers can vary a lot.

The Kawasaki runs the SFF air fork, with damping or valving on the left fork while the right houses three air chambers and a pneumatic spring – hence the air fork. The same basic fork is also shared with the RMZ450 although they're set up completely differently.

The Kawie version gives a plush feel at the top of the stroke that works well on braking bumps and helps the bike settle well into turns. Once in motion, it does use a bit of travel but the action is smooth and the resistance to bottoming is reasonable. Pro riders will want to beef up the action – not so much the initial part of the stroke but certainly mid and full stroke. Overall, it's a good setup and the air fork continues to improve each year.

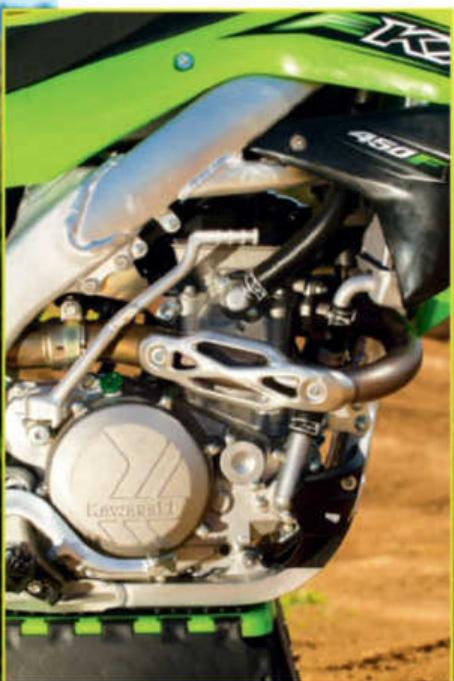
The shock is solid. Set a ride height at the 103–105mm mark to get the balance of the bike, dial in some clickers to your liking and you should be good to go. It drives, tracks and behaves predictably with no unsettling features.

FINAL WORD

Even if Kawasaki didn't improve the motor or fine-tune the suspension, the 2016 KX450F would have been a better bike regardless just based on the weight loss and the slimmer, more cutting-edge feel of the bike.

Rider comfort is an important element to a bike as one or two horsepower isn't going to sway a prospective buyer either way. The new KXF felt a lot more agreeable to me the moment I sat on it and that first impression always lasts.

Thankfully, the motor is better, as are the suspension and general handling of the bike, so the improvement goes right across the board. The beauty of the KXF is that it will help you go faster – you just won't feel like you are. **DAN**



HIGH ROLLER

THE R1200GS ADVENTURE
IS BETTER THAN EVER AND
SAFE ON ITS THRONE FOR
YET ANOTHER YEAR

STORY & PHOTOS DAMIEN ASHENHURST





You can judge a motorcycle in a thousand different ways. You might be turned off by the shape of the plastics or, conversely, the sound of the exhaust might make you drool. I know a bloke who'll never ride a Kawasaki because he hates the colour green.

There are some bikes that make you want to ride. And I mean they call from the garage or shed in some sort of subliminal metal-to-human telepathy urging you to find a reason to leave the house and go for a ride.

I've felt that strongly with a few bikes. I'd push my first bike, a YZ80, to the top of our steep driveway and just roll it down with the engine off after dark so the neighbours wouldn't complain. I did that every day over and over without fail just to have been on my bike in some way.

I get a very similar feeling from BMW's R1200GS Adventure (won't be pushing it to the top of a steep driveway, though). When we have an R1200GS test bike here I just want to ride it all day, every day. It makes me want to do that in a way most other bikes don't.

CHOOSE YOUR ADVENTURE

BMW has put a lot of development into both the R1200GS and the corresponding Adventure model, with 2013 heralding a raft of major changes that bolstered the marque's standing in what had become a very competitive marketplace.

The bike is intimidating to the uninitiated – there can be no denying that and I imagine it's what fuels a great deal of any scepticism about its abilities. I've ridden the bike through plenty of model iterations and still a part of me marvels at the size of the GS and wonders how I'll make it all work.

But there's sorcery afoot. You know that myth (and, yes, it is a myth) that a bumblebee shouldn't be able to fly because it's not aerodynamic and too heavy for its small wings? There's a parallel here but the GS erases any doubts you may have within the first few kilometres.

The fact is this is a beautifully balanced bike. Even with a full 30-litre fuel tank, once the GS Adventure starts to roll, the experience gets real and a whole world opens up. The instrument cluster tells you that there's a near to 600km range to play with, so point the bike at a mountain and go.



THEY CALL FROM THE GARAGE OR SHED IN SOME SORT OF SUBLIMINAL METAL-TO-HUMAN TELEPATHY, URGING YOU TO FIND A REASON TO LEAVE THE HOUSE

BUTTON PUSHER

You can tell the BMW what you're doing and it will make the ride better and easier. For example, on the road stretches I left the bike in Road mode, which gave me full ABS, traction control and a linear "throttle pull" feel (the throttle is in fact electronic).

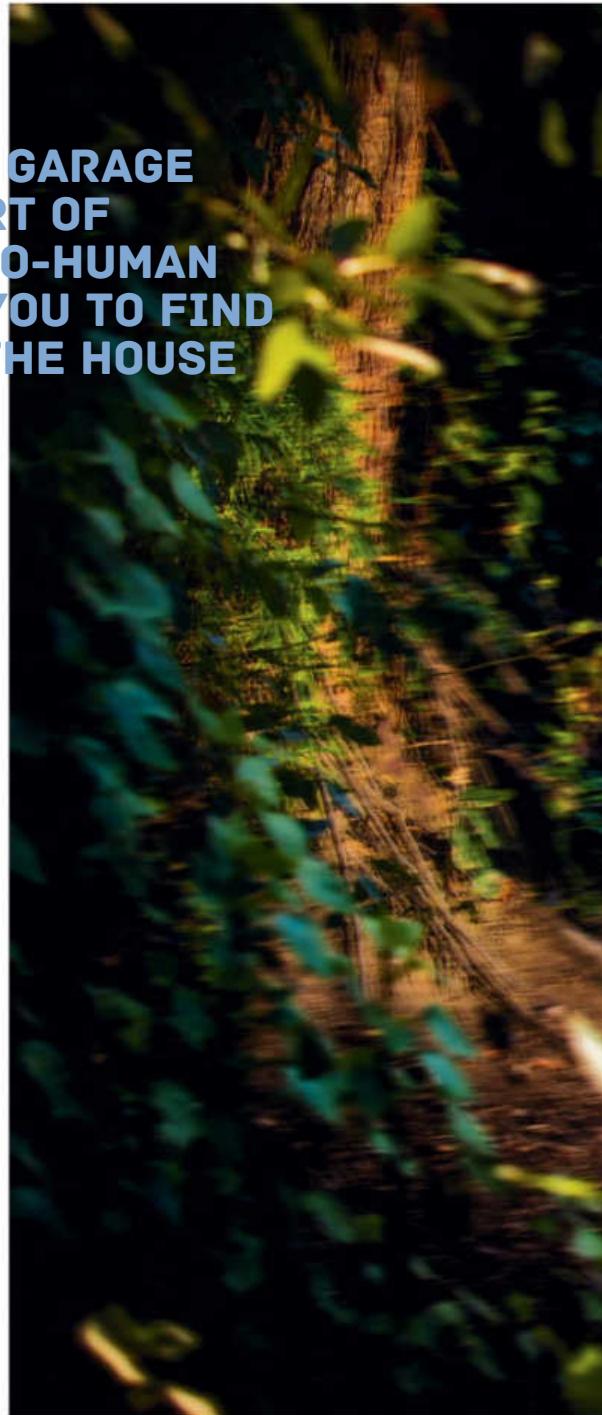
If you want to spin your beanie a heap more, flick it onto Dynamic mode and the engine becomes more responsive and aggressive. I actually left it in Standard mode on the road because there's almost nothing that can make me interested in riding on the road and my head was already in the mountains I was heading towards.

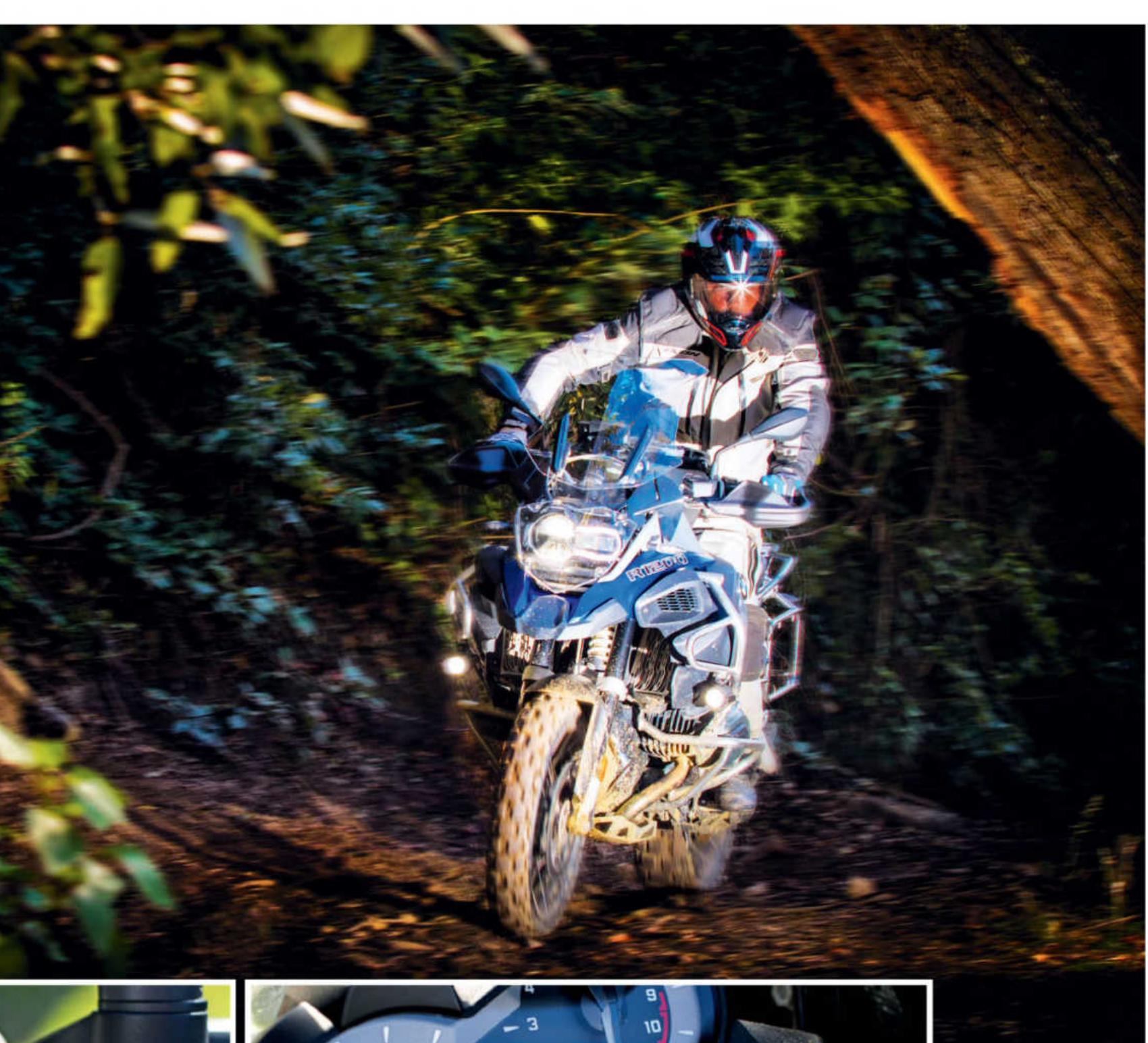
That said, it's a very comfortable bike with excellent ergos. That's fairly subjective but I found it to be the case with the F800GS Adventure also, so long road sections aren't painful at all.

I flicked through the ESA (electronic suspension adjustment) modes until it recognised I had luggage in the form of my camera gear and once I reached the dirt I switched to Enduro mode. So it sounds like I was flicking switches like a furious game of *Street Fighter* but it took less time to dial the right settings in than it took to write about it here.

And it all works. The bike performs better in the appropriate mode and it's better to ride when you tell the suspension what you're doing. This stuff could be, but absolutely is not, a gimmick or waste of time. It works to make your ride as good as it can be and, while there was a time when I'd rail against riding a bike with more electronics than my washing machine, I embraced it and used it to the full in the case of the R1200GS Adventure.

The same goes for the ABS (best I've ever used) and the traction control. These things have come so far in the last few years and they are – in the case of the BMW, anyway – viable and valuable tools.





ABOVE: Thanks in part to a brilliantly stable front end, the BMW is easy to ride in the bush

FAR LEFT: All the information you could possibly need is displayed on the generous GPS screen

BOTTOM MIDDLE: This isn't as hard to use as it may seem at first glance. The click wheel to control the GPS is a brilliant idea

LEFT: I'm not a massive fan of the analogue speedo but the rest of the display is well sorted to handle all the info it conveys

“

**SO IT SOUNDS LIKE
I WAS FLICKING
SWITCHES LIKE A
FURIOUS GAME OF
STREET FIGHTER BUT
IT TOOK LESS TIME
TO DIAL THE RIGHT
SETTINGS IN THAN
IT TOOK TO WRITE
ABOUT IT HERE**



ABOVE: The trail conditions have to get pretty bad to stop the R1200GS in its tracks, so you can explore hard and long

LEFT: The moniker that's launched a thousand epic adventures

TRAIL HUNTING

I believe it was Shakespeare who said, "The buttons on the 'bar doth not maketh the ride." How right he was. The true greatness of the GS doesn't come from the bits your fingers can play with; it comes from its incredible balance, the versatility of the engine and suspension and its confidence-inspiring handling characteristics. And I'm talking about off-road here, where some of you might be having trouble actually seeing it excel.

The front end is where the greatness begins and the word planted doesn't do it justice. Its surefootedness coupled with the ability to ride the engine with just a bee's dick of revs as you pick through a rock-infested hill section is the bike's magic.

Gear selection isn't absolutely critical because the mountain of torque almost always allows a range of three gears to choose from. Crossing ruts is no drama, wet clay is no greater hassle than normal and basically you're limited by ground clearance and the time you need to get home by.

Tackle the off-road stuff standing up as you would on any other dirtbike and you can ride quite aggressively while keeping in mind that it's a heavy

machine and as such doesn't like to be smashed hard into large obstacles. Ride smart and you'll conquer more than you could imagine.

Neither is it a bike for dropping your feet and waddling a great deal because the Boxer engine will hammer your shins like an under-8s soccer player.

That amazing balance I mentioned helps negate these issues because, unless you aim it at something that will obviously become a problem and thus would be best avoided, the bike just doesn't sway or buck much at all. It's incredibly stable through some of the gnarliest terrain and I found it rare that I ever put my feet on the ground for stability.

The gearbox on previous models used to knock like an ISIS search party. You knew you'd found the gear because it sounded like a brick had been dropped in the bottom of a nearby well. No more. The gearbox is smooth and in fact our test model also had the Gear Shift Assist Pro (GSAP) fitted which allows for clutchless shifting both up and down. This was something I found useful on and off road and once I convinced my brain that everything would be fine I used it constantly.

The same goes for cruise control. It took a bit for my mind to wrap itself around the concept of loosening my throttle hand on a freeway but, man, it's a very,

very cool idea for those long, arm-burning stretches. I went for a good ride without any camera gear just to take in and enjoy the ride. At this point I flicked it onto Enduro Pro mode, which gives a more dynamic throttle response as well as disengaging the ABS at the back wheel but retaining it at the front. The suspension heads towards a harder setup and the type of riding you can do gets more aggressive.

This is stupid fun and, really, the only thing that stopped me in my tracks was that I was exploring pretty tough trails and if there was a doubt I could turn the bike around if the trail got ridiculous then I'd find another route.

BANK ON IT

I could write a lot more about the R1200GS Adventure. It truly is one the great bikes and one of my personal top five. The list of options literally couldn't fit in this feature, so head to bmw-motorrad.com and check that out because you can own this bike in so many configurations you may never see one just like yours.

Given the amount of accessories and the fact that few ever leave a showroom without add-ons, the price of a GS Adventure is indeed quite fluid but fit yourself out for around \$27,000 and you'll be set to explore far and wide in comfort. That's not a great deal more than much of the competition these days, with KTM about the same and the Super Ténéré not far off either.

In my world – given that's close to half the price of a Ford Ranger XLT 3.2-litre TDCi but would mean way more to me in my shed, give me experiences a ute never could and maybe even last a lot longer – I'll take that any day.

The king lives on. 

THE ORIGINAL Adventure Motorcycle Specialists



TECHNICAL RIDING GEAR

New 2015/16 Season Badlands and Latitude

NOW AVAILABLE!



NEW



Possibles Pouch

Increase the carrying capacity of your saddle bag.



Giant Loop PRO Tank Bags
Fandango Pro and lower profile Diablo Pro.



Great Basin Saddle Bag
Large volume capacity for larger dual sports and adventure bikes.
100% Waterproof



Coyote Saddle Bag
For hardcore off-road expeditions. 100% Waterproof

Tillamook and Rogue
Dry Bags

Free shipping on Coyote and Great Basin Saddlebags (until October 31st)



New stock available



RALLY RAID PRODUCTS.CO.UK

Coming Soon!

Check out our web site for details



\$349
\$379

Australia's #1 selling Adventure Boots
"FORMA" with the new TERRA boot
now available \$379 and ADV \$349



CruzTOOLS
Tool kits from \$47.00
with a lifetime product
warranty.



Pivot Pegz



Barkbuster Handguards
Huge Range!



Barkbusters and Pivot Pegz
FREE SHIPPING (until October 31st)

ALT RIDER
venture on

10% to 30% Off AltRider



KTM 1190 Adv R

So much more on our online store.
AdventureMoto.com.au



Scaggs Moto Designs
Rear Racks from \$210.00



CamelADV - F800 tanks In Stock and new
KTM 1050/1190/1290 tank coming soon. RRP
\$695.00

ADVENTURE MOTO
RIDE EXPLORE DISCOVER
02 9651 3355



Klim

CruzTOOLS

ALTRIDER

Giant Loop

DENALI

Powerlet

RAM MOUNTS

cubicle take

READY TO RACE

IBR POWERSPORTS

BIG YELLOW BOWS OUT

RACING SUFFERS ANOTHER HUGE BLOW AS SUZUKI AUSTRALIA DECIDES TO FOLD ONE OF THE MOST SUCCESSFUL TEAMS OF THE MODERN ERA

STORY SCOTT BISHOP PHOTOS DAMIEN ASHENHURST







After nearly 20 years in the business, Team Motul Suzuki will close its doors at the end of the 2015 season. Rumours had been swirling around the motocross pits for some time about some teams closing down and others downsizing, but when the official statement from Suzuki went out on September 25 it was a huge body blow to racing in Australia.

Regardless of whom you're aligned with, this is bad news. It takes away another two factory-supported rides, it costs five people their jobs and for team manager Jay Foreman it's 20 years of work written off with the stroke of a pen. There are no winners and we hope Suzuki can find a way to get back in action and roll out a professional team in the coming years. Suzuki Australia has said it will redirect its funds into supporting more riders on the RMZ range via other avenues.

HOW DID THIS HAPPEN?

Since the GFC in 2009, it's been a tough time for the manufacturers. Bike sales have slowed but worse still are margins and profitability.

Selling motocross bikes is a cutthroat business – it's an ultra-competitive market. Recently in Brisbane, Suzuki was advertising a brand-new RMZ250 with a pit tent for \$7000. Honda joined in and offered its 2015 CRF250 for \$7250. At those prices, no one's making money.

But, to get to that point, sales of the RMZ have slowed considerably in recent times and as a result huge discounts have been applied to try to clear old or dated stock. From the outside, it appears Suzuki was in a situation with some models where it couldn't afford to keep them, but selling them so cheap meant the company was also taking a hit.



**SUZUKI
AUSTRALIA
HAS SAID
IT WILL
REDIRECT
FUNDS INTO
SUPPORTING
MORE RIDERS
ON THE
RMZ RANGE
VIA OTHER
AVENUES**





GRAEME BOYD MOTORCYCLES

DIRT DEMO DAY @ MX CENTRAL RAYMOND TERRACE

SUNDAY DEC 13TH

TEST RIDE THE LATEST BIKES FROM

YAMAHA & SUZUKI

PH 4961 1101 FOR BOOKINGS & INFO

graemeboydmotorcycles.com.au



GRAEME BOYD MOTORCYCLES



P: (02) 4961 1101

GraemeBoydMotorcycles.com.au
210 Maitland Road, Islington, NSW 2296



So, as Suzuki's market share decreased, so did the available riders. Just two years ago, Suzuki shut down its road-race team to save some money and at the same time reduced money to its motocross team. Staff numbers had been reduced in recent times and by 2015 only two fulltime staff were on the team's books: Jay and his son Jesse, the mechanic for Matt Moss. They have people assist on weekends but it was a skeleton staff for a full factory outfit.

What kept the Suzuki motocross team alive could have been that big red number-one plate on the front of its bike. As Matt Moss had dominated the motocross and supercross scene in Australia, Suzuki could possibly justify its spend in racing in tough financial times. But when Matt decided to look elsewhere, the decision

to shut the team down started to take shape and ultimately occurred.

Sure, this will save some money but will it really help the brand in the long run? If you're an aspiring racer – road, off-road or motocross – why would you buy a Suzuki? Even if you win, there's no major support for you in the same way other brands are currently offering. It's tough times out there and tough decisions are being made. I think everyone hopes this is just short-term and Suzuki is back in the near future.

WIN ON SUNDAY?

The budget of a race team isn't directly related to the sales of the bikes they race but there is a connection that marketing gurus like to point out. It wasn't just

the RMZ's market share that stopped the race team; the sales numbers as a whole were the major stumbling block.

Still, a couple of things are worth discussing here. Does racing sell bikes and does the quality of the race bike have any bearing on the final decision of a potential buyer?

Let's start with the first one. The connection between racing and sales is a tough one as the "win on Sunday, sell on Monday" mantra has been both proved and disproved over the years. The US likes to use Ricky Carmichael as an example that winning and sales are totally unrelated. Carmichael won on Kawasaki, Honda and Suzuki during his career but reports at the time showed no significant increase in sales of any of the

BIKE SALES HAVE SLOWED SINCE THE GFC, BUT WORSE ARE MARGINS AND PROFITABILITY



MOTORCYCLES 'R' US

Delivering the best brands in Road, Touring
and Motocross for over 30 years!



MOTORCYCLES 'R' US - BRISBANE

112 KINGSTON ROAD, UNDERWOOD QLD 4119
Ph: (07) 3208 7999 | WWW.MOTORCYCLESRUS.COM.AU

MEGA MOTORCYCLES - BUNDABERG

37 TAKALVAN STREET, BUNDABERG 4670
Ph: (07) 4152 3490 | WWW.MEGAMOTORCYCLES.COM.AU

WHAT THEY SAID

Responses from around the country and the globe

CHAD REED, DIRTBIKE SUPERSTAR:

"Sad to see Suzuki Australia shutting down their race team. I was a Suzuki junior and won my first pro championship with them."

GLENN MACDONALD, FORMER KTM JUNIOR MANAGER & WORLD JUNIOR TEAM MANAGER:

"I think it's really important for a manufacturer to have a factory presence at a national level. Jay Foreman has always been a respected and professional team manager who cared about the sport."

CAMERON TAYLOR, FORMER TEAM SUZUKI RACER:

"I had the opportunity to ride for Suzuki twice during my career and both times it was a great experience.

Jay did a great job as team manager and the bikes were always good. I was there when the team first started when we worked out of his HiAce; then when I returned it was much more professional with team mechanics, trucks and a proper manufacturer-supported race team."

GAVIN EALES, SERCO/TEAM SUZUKI SPONSOR:

"I had a call from Suzuki the day prior to the release going out and it wasn't great news. Jay has run a great team and is a good friend so it's sad not just from a professional point of view but also a personal one. I think it's a big reality check for people out there who don't understand just how tough it is in the marketplace now and it's going to take some time before it gets better."



models he raced. The public knew the bike Ricky was riding wasn't anything like the bike they were buying.

But for every case like RC in the US, there's an opposite position. I can recall the impact Jono Porter had on Suzuki in his local town of Gladstone when he was at his most popular. If you went to Gladstone from 2000 to 2004, it was full of Suzukis. At a time when the brand wasn't dominant, Jono's influence around Gladstone was massive.

Also, since the GFC, the RMZ looks the same. As we touched on in our RMZ450 test, the bike may be more than capable but to the punter it still looks like the 2008 model. Sure, there's been plenty of changes and the bike is no doubt better than the '08 model but it offers no striking showroom appeal – and in an image-driven sport like motocross, if you can't make it, fake it.

PROUD HISTORY

Starting in the mid-1990s, Team Suzuki began with Jay Foreman assisting Suzuki-sponsored riders before he moved to a more official role a year later. The team worked out of Jay's garage for some time and used a Transit-style van and trailer to move around the country.

As the good times of the 90s continued and sales grew each year, so did the funding and Foreman turned a small-budget operation into a formidable race team that would see some of the best riders in the country ply their trade.

Formed in 1997, the team of Cameron Taylor, Andrew McFarlane and John DiStefano kicked the Suzuki race team into life under the MSR/Silkolene/Suzuki banner.

Chad Reed put Team Suzuki Australia in the spotlight when he turned pro in 1998. After years of riding

Suzuki as a junior, he was rewarded with a ride for the Suzuki factory team and instantly put the RM250 in the winners' circle.

From there, riders like Danny Ham, Daryl Hurley, Paul Broomfield, Cameron Taylor, Jono Porter, Matt Moss, Cody Cooper, Luke Burkhardt and Lawson Bopping all passed through the team and all experienced some success, with Matt a multi-time Australian champion, Hurley a past winner of the MX Nationals and Taylor a perennial frontrunner.

WHAT HAPPENS NOW?

As mentioned, Suzuki Australia has said it will redirect some money into other forms of marketing with the RMZs. That means it may look at more discounting, introduce a dealer-based race plan for more riders or it might be something entirely different.

But the bottom line is Suzuki needs to find a way to get more RMZs out into the real world. The more bikes that are out there and being ridden, the more riders are back in the shops and spending money on parts. **DW**



ALL NEW
FOR 2015!

BRIDGESTONE

RESHAPE THE TRAILS

From the wettest mud to the loosest sand..
No tyre outperforms the X20

BATTLECROSS X20

GENUINE 'MADE IN JAPAN'
FACTORY SPEC TYRES

SOFT / INTERMEDIATE TERRAIN



Redesigned Block Pattern

Optimized pattern layout proven to dramatically increase traction & cornering grip on Soft/Intermediate terrain.



Stiffer Tread Blocks

Bridgestone created all-new stiffer Tread Blocks to deliver stronger cornering grip & traction; perfect on ultra muddy trails & slippery sand.

Castle-Block-Knobs (Shown in red)

The new blocks are enhanced even more by protrusions jutting up from the tread elements in the centre! "unleash more edge-effect & strong traction on firmer grounds".

CBK's provide more options for more riders across a much wider range of terrains.

McLeod Australia distributor - McLeod Accessories
Free P/H: 1300 300 191 | www.mcleodaccessories.com.au



BRIDGESTONE
Motorsport

THE CHOICE OF THE **CHAMPIONS**

RIDE IT LIKE A WINNER





THE **DIRT** ACTION DEALER INITIATIVE

SHOP LOCALLY

NSW

**CITY COAST
MOTORCYCLES**

262-264 Keira Street
Wollongong, NSW 2500
02 4228 7392
sales@citycoastmotorcycles.com.au
www.citycoastmotorcyclesyamaha.com.au

COL'S MOTORCYCLES

76 Smith Street
Kempsey, NSW 2440
02 6562 7089
sales@colsmotorcycles.com.au
www.colsmotorcycles.com.au

**RIC ANDREWS
MOTORCYCLES**

169 Manns Road
West Gosford, NSW 2250
02 4324 1800
www.ricandrewsmotorcycles.com.au

VIC

**FIRST CLASS
MOTORCYCLES**

26 John Street,
Lilydale, VIC 3140
03 9739 7277
sales@firstclassmotorcycles.com.au
www.firstclassmotorcycles.com.au

**PETER STEVENS
MOTORCYCLES
DANDENONG**

105 Lonsdale Street,
Dandenong, VIC 3175
03 9791 7722
infodandenong@peterstevens.com.au
www.peterstevens.com.au

**PETER STEVENS
MOTORCYCLES
GEELONG**

21 & 36 Mercer Street,
Geelong, VIC 3220
03 5221 0400
info@peterstevens.com.au
www.peterstevens.com.au

**PETER STEVENS
MOTORCYCLES
MELBOURNE**

339 Elizabeth Street,
Melbourne, VIC 3000
03 9602 5833
infomelbourne@peterstevens.com.au
www.peterstevens.com.au

**PETER STEVENS
MOTORCYCLES
RINGWOOD**

507 Maroondah Highway,
Ringwood, VIC 3134
03 8870 1322
inforingwood@peterstevens.com.au
www.peterstevens.com.au

**STUART SIMMONS
MOTORCYCLES,
MOWERS & MARINE**

105 Benalla-Yarrawonga Road,
Yarrawonga, VIC 3730

QLD

BAY CITY MOTO

1/60 Boat Harbour Drive
Hervey Bay, QLD 4655
07 4194 5688
www.baycitymoto.com.au

BAYSIDE YAMAHA

8-10 Merritt Street
Capalaba, QLD 4157
07 3245 4301
robbie@motosport.net.au
www.motosport.net.au

**BURDEKIN
MOTORCYCLES**

266 Queen Street
Ayr, QLD 4807
07 4783 3773
enquiries@burdekinmotorcycles.com.au
www.burdekinmotorcycles.com.au

**ROCKHAMPTON
CITY MOTO**

152 George Street
Rockhampton, QLD 4700

07 4921 0555
www.rockhamptoncitymoto.com.au

**TOWERS
MOTORCYCLES**
17 Mary Street
Charters Towers, QLD 4820
07 4787 1588
sales@towersmotorcycles.com.au
www.towersmotorcycles.com.au

WA

MIDVALE YAMAHA
75-77 Farrall Road,
Midvale, WA 6056
www.midvaleyamaha.com.au

NT

JETCOR YAMAHA
1/39 North Stuart Highway
Alice Springs, NT 0870
08 8952 4884
www.jetcoryamaha.com.au

SA

**NORTHERN
MOTORCYCLES**
72 Stirling Road,
Port Augusta, SA 5700
08 8642 5551
www.northernmotorcycles.com.au**PETER STEVENS
MOTORCYCLES
ADELAIDE**
221 Franklin Street,
Adelaide, SA 5000
08 8212 1494
info@peterstevens.com.au
www.peterstevens.com.au**WSB DISTRIBUTORS**
198 Main North Road,
Clare, SA 5453
08 8842 2177
www.wsb.com.au

SEE YOUR LOCAL MOTORCYCLE DEALER TODAY!

GRANITE KITTER

WE RIDE A BIKE THAT DEFIED THE ODDS: JAY WILSON'S 2015 MX NATIONALS MX2 CHAMPIONSHIP-WINNING JCR YAMAHA YZ 250F

STORY SHANE BOOTH PHOTOGRAPHY GREG SMITH/KAPTURE







This bike is a little different from your average championship-winning machine. It isn't from a factory race team, which is more often than not the case for a bike like this. This bike is the result of a bunch of motivated and passionate people who saw something in a young rider and pulled together to go racing for 2015.

It all came together relatively late but as it turns out it was well worth it. But don't be fooled – although these guys aren't parked under a huge truck and awning at the races, this isn't just a backyard effort. Those involved know very well where to focus effort to get the job done.

Former world number two and motocross legend Josh Coppins is the driving force behind the program, so rest assured there's plenty of experience to go around. These guys have managed to stay focused on the job at hand and not get caught up in the many distractions our sport can offer.

THE PERSONAL STUFF

Jay has really found what he likes in a bike and this machine has quite a few little mods that get the bike feeling the way he wants it.

Starting with ergos, Jay runs a lowered subframe and a seat with a bump added to the foam. His Renthal 999 Twin Wall handlebars don't seem anything unusual but the team actually modified the cross-brace to allow more flex.

The frame is one from a previous practice bike, so it's bedded in and less harsh; along with that the team drilled out the engine mounts to allow additional flex. Jay also likes to use an older seat foam on his race bike so it gives a more comfortable feel.

One notable standard item is the triple clamps: unusual on a race bike of this level but Jay much prefers the feel of the standard clamps over any others and is able to get the handlebars in a comfortable position with the options available. If you were wondering, he runs the handlebar clamps in the forward position mounting holes with the offset clamps in the rear position.

JAY WILSON'S TAKE ON HIS YZ 250F

The whole bike is unbelievable this year; the whole package is what makes it so good. The power curve is basically the same as stock but beefed up everywhere. The bike has so much torque I pretty much ride it in third gear and up everywhere. It's such a strong bike and I think I've proved it this year – I've pulled a lot of good starts and passed plenty of riders down straights. Wardy has done a great job with the suspension and Josh also put a lot of time into testing it at the start of the year. With everyone's input it's come together as such a strong package and it's definitely the best 250F I've ever ridden. I also like a bike that has some hours on it and is bedded in, so that's why you can see some holes drilled in the engine mounts – that's just to help get a little more flex in the bike. I also usually run an older frame; I like the feel of a frame at around the five-hour mark. I actually ran my practice bike frame from the first half of the season on my race bike for the second half. I also do a few other little things to my bike like cut my handlebar cross-brace and run an older seat foam. I just like my bike to feel like it's bedded in and comfortable on race day rather than feeling all tight and brand new.



"The bike has so much torque I pretty much ride it in third gear and up everywhere

CHAMPIONSHIP-WINNING POWER

This 250F is a little different from MX2 race bikes I've ridden in the past. The engine is really based around a smoother, torque-based power delivery: a style of power that lends itself to being ridden in the meaty part of the rev range rather than high up on or near the limiter.

If you had the chance to see Jay in action at an MX Nationals this year you'd likely have noticed that he rides the bike very well in this range. Past MX2 race bikes that I have ridden have had a more top-end-based power, the type that requires high rpm to get the best from the engine, but this bike was different. Third gear was no problem for all but the tightest of turns and it was happy to be up-shifted well before the rev limiter was reached.

Don't take it the wrong way – it is a 250 and you do still need to keep the revs up, but not absolutely screaming and bouncing off the limiter all the time as you might think. This type of power delivery, paired with a rider who's adapted to riding the bike in a way that extracts the best from it, makes it an easier bike to race for 30 minutes plus two laps. It will be more likely to get the power to the ground. A bike that's being ridden in the meaty part of the power curve generally handles better than one that's about to bounce off the rev limiter, so there are many positives to this style of engine.

THE HANDLING PACKAGE

With all the effort the team puts in to make the bike feel bedded in and comfortable, I must say I noticed it. Quite often when I jump on a race team bike for a test it takes quite a few laps to feel comfortable; they tend to feel very tight and stiff due to the fact they're like a brand-new





JAY WILSON'S JCR YAMAHA YZ 250F

Engine: JCR Yamaha
Ignition: Vortex
Ignition cover: GYTR
Throttle body: R&D
Clutch: GYTR
Clutch cover: GYTR
Exhaust: GYTR
Engine mounts: JCR Yamaha modified
Handlebars: Renthal 999

Grips: Renthal soft full diamond
Front brake rotor: GYTR 270mm
Rear brake rotor: 2006 genuine Yamaha
Skid plate: GYTR
Water pump guard: GYTR
Fuel pump guard: JCR Yamaha
Seat cover: CFX
Footpegs: Standard sharpened

Radiator shrouds: Cycra
Holeshot button: GYTR
Front tyre: Pirelli MX 32
Rear tyre: Pirelli MX 32
Rear tube: Mousse
Front tube: Heavy duty
Rear sprocket: JT
Chain: RK 520 MXU
Chain guide: GYTR

I also usually run an older frame; I like the feel of a frame at around the five-hour mark

bike, but this one did feel different. From the softer, broken-in seat to the overall handling, it just felt ridden and that made me feel comfortable right away. There's a lot to be said for that feeling when it comes to race day. For a rider to get on their race bike and have it feel comfortable and not stiff compared to the practice bike they've been riding all week is a big advantage when they hit the track.

As far as the suspension goes, the bike handled big hits very well, as expected of a bike at this level. It remained very settled and drove well under power. I did notice the rear was set up to have a slightly dead feel, especially under brakes. I asked Jay about this and he confirmed that's a feel he likes; he prefers the rear to stay down and feel a little harsh in places rather than have a very active rear end. I like that feel, too, as it makes the bike feel more predictable and it also tends to settle quicker in the event of a big impact like an over-jump or drop off.

THE WRAP

I'm glad I had the opportunity to ride this bike; it's been built with the weight of experience and with a different spin than many race bikes. It's not dripping with all sorts of anodised aftermarket bits just for the sake of it – it's a very impressive race bike built to give its rider the best chance of winning races. I'd say it worked out pretty well. 





Y-RIM
AUSTRALIAN INSTITUTE OF MOTOCROSS



2015 COURSES LITES
SOLD OUT

**2016
COURSE
DATES
COMING
SOON!**

IMAGE: FUELFOTOMEDIA

Y-RIM COURSES ARE DESIGNED TO GIVE RIDERS OF ALL AGES SPECIFIC INFORMATION ON HOW TO IMPROVE AS A RACER.
IF YOU WANT TO IMPROVE YOUR RESULTS AND TAKE YOUR RACING TO THE NEXT LEVEL, THEN THIS IS THE COURSE FOR YOU!

LEARN TO PERFECT YOUR SKILLS IN THE FOLLOWING AREAS:

RUTS • BERMS • FLAT TURNS • JUMPING • HOW TO SET UP & MAKE A PASS • ON BIKE TRAINING • OFF BIKE TRAINING
STARTS • THROTTLE CONTROL • CLUTCH CONTROL • STANDING POSITION • BIKE SETUP • HYDRATION • NUTRITION + MORE!

FOR INFORMATION AND TO ENTER A COURSE VISIT [Y-RIM.COM](#)

SHANEBOOTHMX.COM



URKYMIX.COM



CAMERONTAYLORMX.COM



SHANEMETCALFE.COM



MINT



STORY GREG SMITH
PHOTOS SHANE BOOTH



SO MUCH FUN EVEN THAT OLD LADY NEXT DOOR WILL BE SETTING UP HER CAMP CHAIR AND CRACKING OPEN A BOTTLE OF SHERRY TO WATCH YOU



MADNESS



Remember the days when you'd come home after school, grab the minibike and head out with your mates riding around for hours? Just the thought brings back great memories and plenty of smiles, right?

Now think about how much you learned practising turns, wheelies, jumps and so on. Well, the past has returned and I had a taste of it the other day onboard a couple of YCF minicross bikes.

The mini/fun bike category accounts for five of the top 10 best-selling motorcycles in Australia. Yes, you read it right. In 2014, 11,774 fun-category bikes were sold in Australia – so little bikes are big business.

The brand YCF was founded in France in 2004 by partners Yannick Coquard and Dimitri Bera who still run the business to this day. With the help of 65 employees, they continue to concentrate on build quality, design and reliability. In recent years the brand has spread into multiple foreign markets away from its French birthplace, resulting in more positivity worldwide for this small but conscientious brand. As a matter of fact, some of the world's best riders have a replica (stickered and colour-matched) YCF sitting in their garage.

The range is pretty easy to understand. They're all four-strokes (the number indicates the capacity) starting with the YCF 50 A, aimed at small kids –

training wheels and a remote kill switch setup are available.

Then there are the Start models F88S, F88SE, F125S, F125SE, F125 (S for semi-auto; E for electric start). Next up is the Pilot with the F88S, F125 and F150. At the top of the range sit the Factory SP1, SP2 and SP3, the latter in two versions: 150cc and 190cc. Each of the three models has its own frame design with a few extra details changing as well.

I'll delve slightly into the differences between them below but all of these bikes look extremely well built and ultra modern. It's best to check out YCF's website for bike-to-bike comparisons.

KICK 'EM TO LIFE

On the day of the test I didn't get a chance to ride the 50 or 88cc versions and to be realistic they're not targeted at me or anyone reading this magazine but they look and feel just as robust as their larger siblings.

As I regularly ride a 450cc I thought I'd jump on the 150cc SP2 first and head out for a ride to see what the flagship range could do. To say I was impressed would be an understatement. The bike handled predictably even with the 14in/12in (front to rear) wheel combo; it also seemed to have more torque than I can remember ever in a pit bike. Weighing approximately 73kg with a ride position and seat height of 800mm that's realistic for adults, it felt agile yet stable on the track, so much



TECH SPECS

YCF START F125S

\$1890 ride away

Engine: Single-cylinder
4-stroke air-cooled 125cc
Gearbox: 4-speed (N-1234)
with automatic clutch
Front suspension: 660mm
UPSD forks
Rear suspension: 270mm
adjustable shock
Front tyre: 60/100/14
Rear tyre: 80/100/12
Seat height: 765mm

YCF PILOT F150

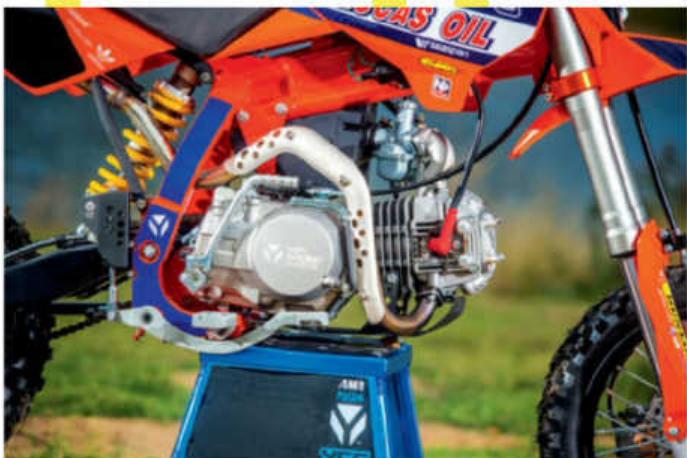
\$2390 ride away

(TLD Limited Edition \$2590)
Engine: Single-cylinder
4-stroke air-cooled 150cc
Gearbox: 4-speed (N-1234)
with clutch
Front suspension: 735mm
UPSD forks
Rear suspension: 330mm
adjustable shock
Front tyre: 60/100/14
Rear tyre: 80/100/12
Seat height: 790mm

YCF SP2

\$3390 ride away

Engine: Single-cylinder
4-stroke air-cooled 150cc
Gearbox: 4-speed (N-1234)
with clutch
Front suspension: 735mm
UPSD forks
Rear suspension: 330mm
adjustable shock
Front tyre: 60/100/14
Rear tyre: 80/100/12
Seat height: 800mm



so it was confidence boosting. The real bonus for me was the clutch, allowing me to change the power delivery to alter the balance mid-turn or in flight, something other branded auto/semi auto bikes can't do. The brakes, both front and rear, felt progressive and positive. Suspension at either end never felt overwhelmed (when used appropriately), which is impressive considering I'm 82kg. It does offer compression adjustment on the shock and the upside-down forks.

The transmission is a four-speed (N1234) with neutral as the lowest position. The gearing felt bang-on for the track I was riding and there weren't any flat spots while shifting (mind you, I didn't see fourth too many times).

Other notable features are the factory

looking airbox, Mikuni carb, billet anodised hubs and triple clamps plus the trick frame design and alloy swingarm.

On returning to the pits I couldn't stop looking at the TLD Lucas Oil Pilot F150 or, for that matter, the professional-looking setup YCF used to display its range and some additional products.

Next up was the Start F125S – I'm keeping that TLD bike till last. The Start F125S is aimed squarely at the novice/learner rider (unlike the SP2, which is for the more competent rider). It has a seat height of 765mm with an optional 720mm version that comes with a lower handlebar as well. This has the semi-automatic four-speed transmission (no clutch) and an adjustable throttle so you can regulate from 0-100 per cent throttle rotation, helping teach people to ride and gain confidence.

On the track, the bike feels slightly more nervous than the SP2 but you'd expect that given the difference between them. It also uses the 14in/12in (front to rear) wheel combo, which helps stability, plus the bike weighs in at a respectable 66kg.

The 125cc powerplant would be more than enough for most learners under 70kg but people over 80kg may appreciate the 150cc power plant once they get in the swing of things. Mind you, the riding position and the ergonomics were still great for me at 185cm. However, in the pictures I still look like I've stolen a kid's bike; on the SP2 it wasn't as noticeable.

After a few laps of Queensland Motorcycle Park's Mini Junior MX Track I started to feel a little more at home on the bike and, while the braking was great, I still felt the power and suspension were just a little too soft for me. Still, it was lots of fun.

LOVIN' THE LUCAS

Back into the pits and it was time for a ride on the bright orange Lucas Oil Pilot F150. If looks made a bike go fast this was going to be one hell of a ride.

Fortunately for my undies, it's just cosmetics – the standard 150cc power plant still resides in its near-Day Glo orange frame.

Yes, this is a limited-edition bike and included in the pretty generous \$200 price hike are the following: orange frame, orange plastics, frame graphics, N-style TLD team graphics, orange grips, orange bar pad, orange CNC triple clamps, orange fuel hoses, orange front disc guard and rear brake master cylinder guard.

So, we've established the bike looks the business but how does it feel and perform? Seat height is a user-friendly 790mm and it hits the scales at 69kg. Overall the feel of the bike is closer to the SP2 than the Start F125S. Being a 150cc, it has that extra torque when needed.

The gearbox was a manual four-speed version. The clutch was light and direct plus using it helped keep the bike stable

in those awkward situations mid-turn. The suspension is slightly shorter in the rear than the SP2 but the forks are the same, giving the bike an above-average feel on the track and the ability to adjust it. The ride position is extremely comfortable and the 14in/12in (F/R) wheel combo worked well, providing predictability. But the best part of this bike was how well balanced it seemed to be with the 150cc engine.

CHOOSE YOUR WEAPON

In summary, I'd say the Pilot F150 suited me best when taking the following three factors into consideration: look, ride and price. But if price wasn't a factor I'd take the SP3 190cc as I could see loads of fun times and madness to be had, especially if there's more than one of you.

That's the other consideration to remember: where to ride these bikes. They are pretty quiet and in standard trim I'm sure you'd get away with riding them on a private track without any noise dramas apart from the yelling and yahooing.

With a bunch of mates on them it would be so much fun and the best part is it'd be cheap fun. Replacement parts for the YCFs are extremely affordable and the large dealer network should also give after-sales peace of mind. I'm already thinking about play riding after work in the summer months – it's less than half the price of my mountain bike! 





POINT

IN SEARCH OF THE TRUTH IN
THE AFTERMATH OF ONE OF THE
MESSIEST SIX DAY ENDUROS EVER

STORY HAYDEN GREGORY
PHOTOS MARK KARIYA



As many of you have now heard, the 2015 ISDE held in Kosice, Slovakia, was nothing short of controversial. As Australia prepared to lift its first senior World Trophy in 92 years, drama exploded, lawyers took the place of mechanics and the FIM became the main attraction. Riders were disqualified, protests were made, times were hidden and corruption bled. In an absolute mess, the FIM named France the 2015 World Trophy provisional winners.

Looking from the outside in, things did not seem right. How have these decisions been made and what was the reaction to the rulings? For a greater understanding on the matter I caught up with Active8 Yamalube Yamaha team manager and Australian team assistant manager AJ Roberts.

On making the call, it soon became evident that in short, Australia was well and truly ripped off.

To provide some context, the problems began on day three, which involved riding the course from days one and two in reverse with a few extra loops thrown in. At the beginning of the day, all riders were made aware of three checkpoints they must pass.

"They have three route checks a day, every day," Roberts stated. "Every morning they put a new route check card on their handlebars. When you pass a checkpoint they punch a hole through it."

Out of 500 competitors, eight riders missed one of these checkpoints and continued to ride. The list included three French riders – half their ISDE team. Marc Bourgeois (France), Anthony Boissière (France), Jeremy Joly (France), Taylor Robert (USA), Lorenzo Santolino (Spain), Cristóbal Guerrero (Spain), David Knight (Great Britain) and Manuel Monni (Italy) were all in the wrong, finishing the day with only two checkpoints marked on their card. Under normal FIM rules, missing a checkpoint means you're disqualified from the event as you did not complete the course correctly.



AJ was as sure as anyone on this: "The rules are pretty clear – it's immediate exclusion. It doesn't have to go to jury to get excluded. You've missed the course; there is no argument. You've missed the route check, you're out. You have nothing to stand on."

The only way the riders could be exempt from disqualification was if a majority made the same mistake. For example, if 50 riders had missed the checkpoint, there might be an argument. However, there were only eight, a tiny percentage of total race goers,

when disqualified Australian riders Tye Simmonds, Beau Ralston and Lachy Stanford all went the right way alongside a host of others. They all saw the sign – so why should the other eight riders be given any leeway?

Following the events, a jury deliberated and found the eight riders to be in breach of the rule. The riders would be disqualified and Australia would be in the hot seat to take out its first ISDE World Trophy. At least that's what we thought.

This is when things got really messy ...

"THE PRESENCE OF LAWYERS AND THREATS OF A TRIP TO THE COURTS WERE ENOUGH FOR THE FIM TO CRUMBLE"

FIGHT THE POWER

The French team rallied and took every avenue they could to launch a protest. They forged a backing with the support of teams USA, Britain, Spain and Italy, who all paid €200 to protest the decision of the jury.

The FIM (which has French backing) dropped a bombshell, accepting the appeal and allowing the riders to continue in competition pending results. Riding under appeal, the French times were not shown for days four and five. Roberts described them as stealth

JRM-Z



#ThisIsMoto



***The interest rate quoted is applicable for new applications for the "Low Rate Product" from 1 October 2015 and is subject to change without notice. Comparison rate is 2.95% pa calculated on the basis of secured credit of \$10,000 over a 3 year term. WARNING: This comparison rate is true only for the examples given and may not include all fees and charges. Different terms, fees or other loan amounts might result in a different comparison rate. Finance provided by Pepper Asset Finance Pty Ltd ACN 165 183 317, Australian Credit Licence 458899. All applications are subject to Pepper's normal credit assessment and loan suitability criteria. Terms, conditions, fees and charges apply. Offer only available on RM-2450 and RM-2250 models. Applications must be approved before 31 December 2015 and vehicle must be delivered by 15 January 2016.**

SUZUKI
FINANCE



Tayla Jones

bombers: "You couldn't tell if they were doing any good or not. For two days we had no idea where France was."

Suddenly, the Australian team had a lead of 12 minutes over second-placed Italy due to the excluded riders' times not being shown. The guys were doing extremely well and found themselves in quite a comfortable position. As Roberts shares, the team essentially had the opportunity to ride with more caution; they didn't have a time to chase but rather a lead to protect. "Guys, just relax. We've got three more days; we want all the bikes to finish and we don't want injuries," AJ said.

Team Australia rider Glenn Kearney was also able to reflect post-race on this important moment. The Husqvarna enduro racing team manager recalled, "When the Yanks went out on day three and suddenly our lead jumped from seconds to minutes, the team backed it down a notch and played it safe. All we had to do was stay on and ride well and we'd get the job done.

"Milner kept on pushing because he had a shot at the outright, but you could see the other guys backed it down a little bit on each test."

At this stage the Australians were killing it. Daniel Milner, Josh Green and Daniel "Chucky" Sanders were



Tye Simmonds



Jess Gardiner

ALL NOT LOST

Regardless of the outcome of the French protest, the Australian team had massive wins that need to be celebrated loudly. Our women's team absolutely destroyed the competition yet again. They beat France by almost an hour and third-placed Sweden was over an hour back. Tayla Jones confirmed her place at the top as the fastest woman, leading home Jemma Wilson and Jessica Gardiner in an amazing finish that they should be stoked with and proud of.

The Junior Trophy team also finished as winners with a sweet 15 minutes back to Sweden. Daniel Sanders capped off a huge week by finishing atop the E3 class and all those boys will have the competition worried about who's coming through the system in years to come.

Dan Milner also deserves a mention because his ride in the Trophy Team was amazing. Milner finished second overall and showed that at speed he's more than a match for the world's best.

all top three in their respective classes. It was when the French governing body got involved that things got even messier.

The French compiled a letter within 12 hours of the jury decision stating that they were suing the FIM for not showing their times while under appeal. They had found a loophole and, as AJ proclaims, "The FIM shit themselves and put them back in the event." The presence of lawyers and threats of a trip to the courts were enough for the FIM to crumble.

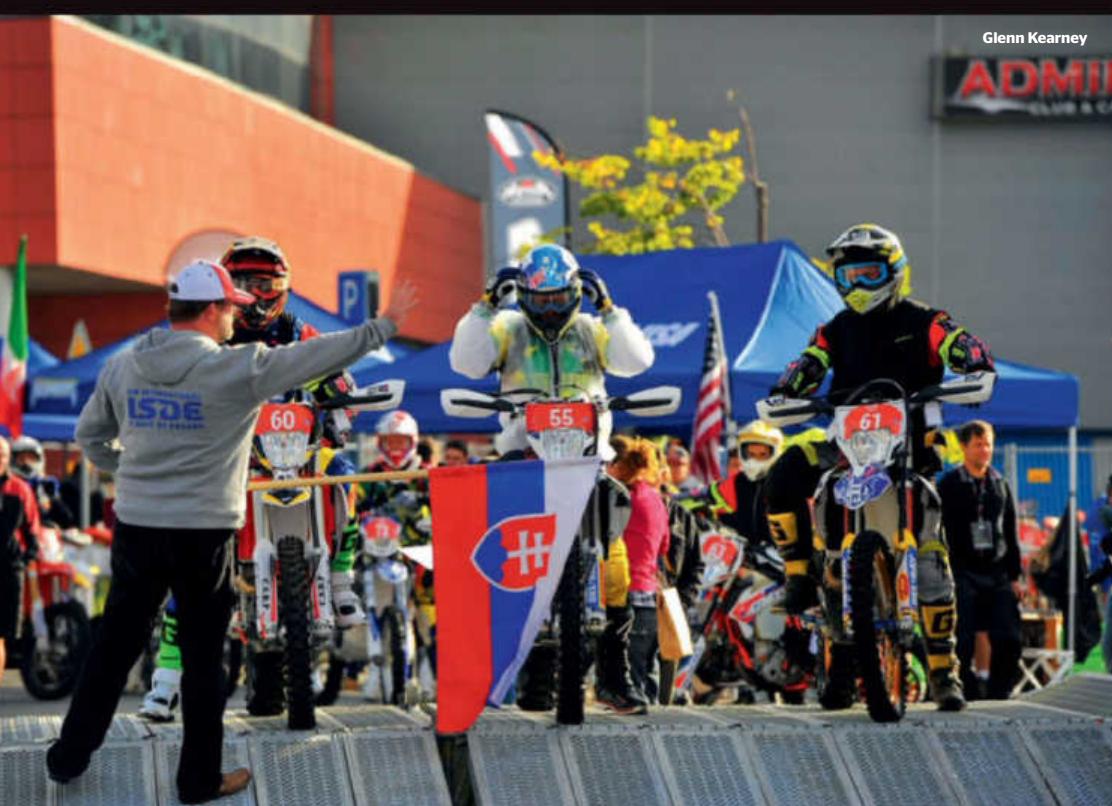
As times were reinstated, the French were conveniently atop the World Trophy standings. All of a sudden Australia had everything to lose. The French had been riding in the dark for two days and the Australians had been taking precautions to keep on two wheels. The time difference was two minutes heading into the final time trial. The boys stepped up and did extremely well, wiping a whole minute off the lead time, but they still finished a minute behind.

THE WIN NOBODY WON

At the conclusion of the event, Glenn Kearney shared his thoughts on the final outcome: "Apparently it's got to go to court and, the way I understand it, it's still provisional until the French get officially let back into the results.

"It's definitely disappointing and it leaves a bad taste in your mouth, that's for sure. I've been racing Six Days for the last 13 years now and I've been on the wrong side of the rulebook a couple of times and that's just part and parcel of enduro. I've been excluded before. To see it come down to that again and then the rulebook just get thrown out the window is disappointing.

"When France was excluded for missing a route check, we looked to our management – who do a great job – and they said, 'Yeah, they are definitely going to be out. There is no other rule, no time penalty can be given, it's exclusion only.' [Team manager] Don Atkins lives and dies by the letter of the law in that rulebook and for him to have it thrown in his face after decades



Glenn Kearney

FACTORY DRIVEN

**LIGHTWEIGHT
PERFORMANCE**

Adam Monea

NPS Monster Energy
Kawasaki Racing Team



MXZ4 is The Lightest Motocross Chain available on the market today. MXZ4 chains feature chromoly steel construction with seamless rollers and bushings, and oversized special alloy pins for added strength. Ideal for MX race application from 125-500cc.



Lightest sealed ring chain on the market. 20% longer wear life over RK KZU Chain. Teflon UW-Ring provides no power loss with amazing lube retention. Ideal for MX Race application 125-500cc.

Imported & Distributed by:

LINK
INTERNATIONAL  
www.linkint.com.au

RK®
Racing Chain

150363

TOP FIVE RESULTS

2015 ISDE WORLD TROPHY STANDINGS (PROVISIONAL)

1. France 21:08:30.76
2. Australia +1:00.38
3. Spain +10:26.76
4. Italy +13:34.41
5. Great Britain +22:43.38

2015 ISDE JUNIOR WORLD TROPHY STANDINGS (FINAL)

1. Australia 12:56:33.09
2. Sweden +15:26.84
3. Italy +26:44.08
4. France +27:51.32
5. Great Britain +30:00.63

2015 ISDE WOMEN'S WORLD TROPHY STANDINGS (FINAL)

1. Australia 10:15:02.65
2. France +55:53.73
3. Sweden +1:15:20.98
4. Finland +1:24:11.48
5. USA +1:26:35.15



Josh Green

of work behind the Australian Six-Day team is just gut-wrenching," Kearney concluded.

These words echo the feelings of most enduro fans. Speaking from experience, Kearney knows how important rules are and the consequences of failing to meet them. They govern any sport from football to tennis and enduro racing is no different. The rule states three checkpoints must be passed and the disqualified riders simply did not follow them.

AJ furthered Kearney's comments to question the integrity of the FIM and their ability to stay firm on decisions. "The problem was the corruption behind the scenes; all of a sudden the jury doesn't mean anything anymore. What does the jury mean if you can just get a lawyer involved and start suing the FIM on their decisions? Why would teams need a trainer or doctor? All they need are lawyers and barristers."

PODIUM PANDEMOMIUM?

It's obvious here that the FIM is setting an extremely ugly precedent. The event is over 90 years old, the oldest of its kind, and never has it been acceptable to skip straight past a checkpoint.

The thing is, the French are complaining that the

penalties are too harsh. What could they possibly think is an appropriate penalty? Even so, they had three riders make the mistake. You can't tell me that three mistakes would not accrue more than a minute total penalty for a Six Days event – one minute being the end lead time that the French supposedly had over the Aussies.

Roberts was worried that this could change enduro competition forever. "Teams are going to become more calculating," he said. "They are going to figure out what the penalty is worth to them in the long run."

No longer will riding be the only focus of the event; strategy will take over.

The appeal is set to be decided within the next six weeks (possibly before this article goes to print.) By then, everyone will be over it. It may be enough time for the FIM to just sweep it all under the rug and leave France as 2015 victors. If justice does prevail and we are crowned champions, what does that achieve? The moment has been taken away from our boys and they are not there to receive recognition.

Prior to the presentation ceremony, AJ explained how he had a team meeting with the boys. "We had a team meeting, myself and the junior and senior teams. We had to come up with a strategy, a plan. Milner came up with a

brilliant idea. He said we should just stand on top of the podium anyway on the top step because they call second before first. We all agreed, let's do it.

"I went and spoke to the FIM Live TV cameraman who I knew prior to the ceremony. I didn't tell anybody. I didn't tell the riders. I said keep the cameras rolling on the podium no matter what, and they did. So right there on FIM live TV cameras kept rolling as our boys stood on the top podium chanting, 'Aussie, Aussie, Aussie!' The crowd lost their shit and went nuts."

The Australians were wary of disrespecting the FIM; after all, they still wanted to be awarded the trophy. Mind you, they certainly weren't showing any respect to the French team. The Aussie boys walked off to a roaring ovation from the crowd. It didn't take long for the applause to turn into booring as the French stood atop the podium. It was evident that no one thought the French deserved it; the Aussies were the obvious champions.

Australian rider Lachlan Stanford believed that standing on the top podium was definitely the right decision for the team: "If we would've just got up on the second step and then two weeks later found out we've won, there'll be some tiny little article that no one will care about, whereas we made a really good statement.

Left: Josh Green
Right: AJ Roberts



Left: Jemma Wilson
Middle: Tayla Jones
Right: Jess Gardiner

WHAT DOES THE JURY MEAN IF YOU CAN JUST GET A LAWYER INVOLVED AND START SUING THE FIM ON THEIR DECISIONS?

We stood on the top step sort of in protest. It was a big stuff-up, but anyway we had a really good event; the Aussies did really well. The juniors and girls won and legally we won so could not ask for much better."

In another twist, the Australians then got fined for not staying on the podium. Why should they be charged for that considering all it takes is a lawyer for the decision to be overturned? Again, a very ugly precedent has been set should the FIM follow through with the provisional results.

UNIVERSAL SUPPORT

As AJ said, the support from the other teams was second to none. "The Slovaks, Germans, Finns, Swedes and Italians all came and shook our hands to congratulate us on the win. The crowd even chanted, 'Aussie, Aussie, Aussie! Oi! Oi! Oi!' as the French anthem was playing."

"When we were packing up the tent at the end of the day the whole Italian team, from cooks to mechanics, surrounded us, clapping and shaking our hands for standing up to the French. Everyone's intimidated by them, from journalists to riders, because they run the show."

From AJ's comments it becomes obvious that everyone knew the Aussies were hard done by. Aside from all the drama in the World Trophy, Australia cleaned up in Slovakia. We won the Walting trophy for the most improved team; we won the Junior Team Trophy and the Women's Team Trophy. We won everything we could. Individually, Daniel Milner finished second, Daniel Chucky Sanders finished first and Josh Green came in at fifth (behind three disqualified riders).

Unfortunately, none of these victories can be truly appreciated due to the controversy that took place. The French did themselves no favours and the reputation of the ISDE is in tatters. "At the end of the day, the guys did everything they could do to win it. They were ripped off. The sad part is they will get no credibility," said Roberts.

At the time of writing, I hope that justice will prevail and the decision will be overturned. We can only expect the FIM to follow a 90-year tradition. Rules are rules. Checkpoints are checkpoints. Nothing has changed, so why should the rules be bent for a fear of the French?

Said AJ Roberts, "At the end of the day, the truth is the truth. It got very messy. It got very political. It got very corrupt."

MOTO MANUAL

STUFF YOU NEED
TO KNOW
AND SOME STUFF
YOU DON'T

JAPANESE TWO-STROKE TRAIL BIKES

5 REASONS WE LOVE

1 Riders "of a certain age" probably cut their teeth on a Japanese two-stroke – maybe even literally. It was hard to find anything else in the bush back in the day.

2 Maintenance? What maintenance? The air filter's clean, so what more do you want? Just fuel it up and click it into gear.

3 Sticker kits were lightning bolts cut out of Gaffa tape. Some blokes put clear contact over the plastics to keep them looking fresh – no fancy factory replica sticker kits back then.



4 You could pull a bike down in the bush with a handful of tools. Nowadays? Well, just forget it. Just trying to get to the spark plug is a half-day mission.

5 For some reason there was a really cool period when nobody cared what you rode or how you dressed and these seemed to be the dominant bikes back then. As long as you were riding, the year model of the bike didn't matter. And electric start was what you found on a hair dryer.

DIRT SHOP

A SELECTION OF COOL STUFF WE FOUND THIS MONTH


CANDEA LED BOTTLE

- Highly efficient micro LED with low energy consumption
- Highly visible for increased rider safety
- 3 different modes: high visibility, energy saving and blink
- Squeezable
- Capacity: 650mL


NERF RIVAL BLASTER

- The new line includes two guns, the Apollo and the Zeus
- Apollo is a single-shot, spring-loaded blaster with a seven-round quick loading clip
- Zeus is a motorised blaster that holds almost twice as many balls and fires up to 100ft/s, which is roughly 110km/h
- Both guns skip the standard Nerf dart in favour of a small ball


**HOMPING PORTABLE
CHARCOAL GRILL**

- Compact and easy to use
- Maximises heat with only 3-5 pieces of charcoal
- Grill sits atop a fan to speed up heating process
- The fan can be powered via a smartphone or car outlet connection

SLIDEN'JOY ADDITIONAL LAPTOP SCREENS

- Portable device that adds one or two full HD, lightweight screens to your laptop
- Displays work for both PC and Mac
- Screens slide in and out of a unit that sticks via magnets on the back of your laptop
- Aluminium hinges allow rotation up to 180 degrees
- SlidenJoy screens come in 13-, 15- or 17-inch variations


LEXUS HOVERBOARD

- Magnetic levitation to achieve frictionless movement
- 11.5kg weight including magnets and liquid nitrogen
- 32 superconductor bulks
- 50Oz liquid nitrogen
- Natural bamboo
- Ultra-lightweight casing





THE CRICKET COOLER

- Combines an Esky with cricket stumps
- 33L capacity
- Cup holders for the wicketkeeper and batsman
- Wheels for easy transportation
- Stumps rotate 270 degrees for easy storage

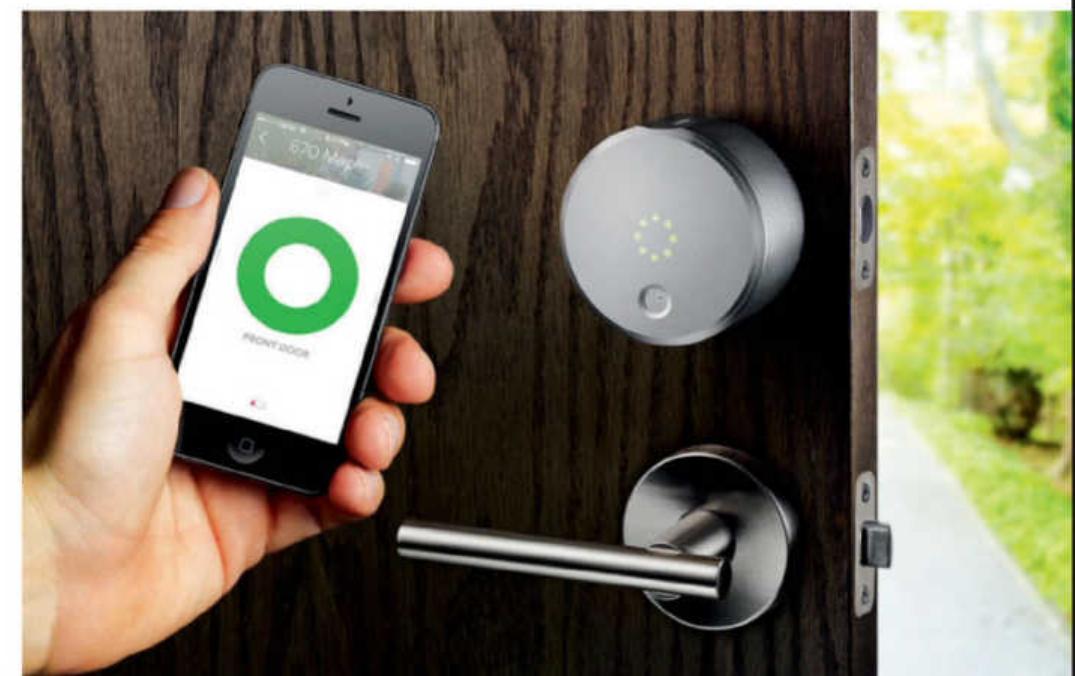
MASTER PAN NON-STICK DIVIDED GRILL

- Easy to cook, easy to clean
- Multi-sectional design
- Non-stick and stain resistant
- No PFOA or heavy metals
- Heavy-gauge bottom distributes heat flow evenly



SESAME SMART LOCK

- Removes the need for keys with a simple app
- Sesame attaches straight onto your existing lock
- Allow anyone in from the palm of your hand
- Receive a notification whenever your door opens or closes
- Auto lock allows your door to automatically lock behind you
- Voice control to open on command
- Military-grade encryption



THORFIRE LED CAMPING LANTERN

- LED lantern provides a maximum of 125 lumens
- Can be pulled or stretched out to be a flood-style camping lantern or collapsed and used as a mini hand-cranked flashlight
- Hand crank for charging
- Cell phones, cameras and other USB devices may be connected and charged by hand in emergency situations

JUNIOR NEWS

YCF AUSTRALIA

LIMITED-EDITION NITRO CIRCUS!

Everyone loves Travis Pastrana and now you can have a Nitro Circus-kitted bike built just for groms!

YCF 50A PASTRANA LIMITED

Key Features of the 50A:

- * 50cc 4-stroke electric start
- * Fully automatic, 10in front wheel/10in rear wheel
- * Low 550mm seat height & adjustable throttle for kids
- * Lightest in class at 42kg

* UPSD front forks and disc brakes front and rear

Limited model features:

- * Yellow frame
 - * Yellow plastics kit
 - * N-style Pastrana Nitro Circus graphics kit
 - * Yellow handgrips
 - * Yellow bar pad
 - * Red fuel line
 - * Special Nitro chain guard stickers
- Ride away price: \$1690 with free training wheel promo pack until Dec 25, 2015



KING COBRAS

Cobra bikes are well established in the USA and working hard to get a foothold here in Oz as well. Some pretty big names have spent time on Cobras, including Cooper Webb, Ryan Dungey and Eli Tomac, and the American brand that debuted in 1994 has gone from strength to strength.

While most manufacturers have all but given up on developing 50cc, Cobra continues to improve and refine the little engine and also keep its 65 up to pace with the very best.

To check out Cobra in Australia, head to www.cobranation.com.au where you can purchase bikes, merchandise and parts right there online and get them shipped from Queensland.

The bikes are all made in-house and are claimed to be the only true American-made off-road bikes. They look pretty damn awesome but they also have a swag of wins to their credit.

2016 KTM 65 SX

KTM has more than a strong grip on the 65cc race class and has more wins than it can count. The bike has received some awesome updates for 2016 to keep it up the front:

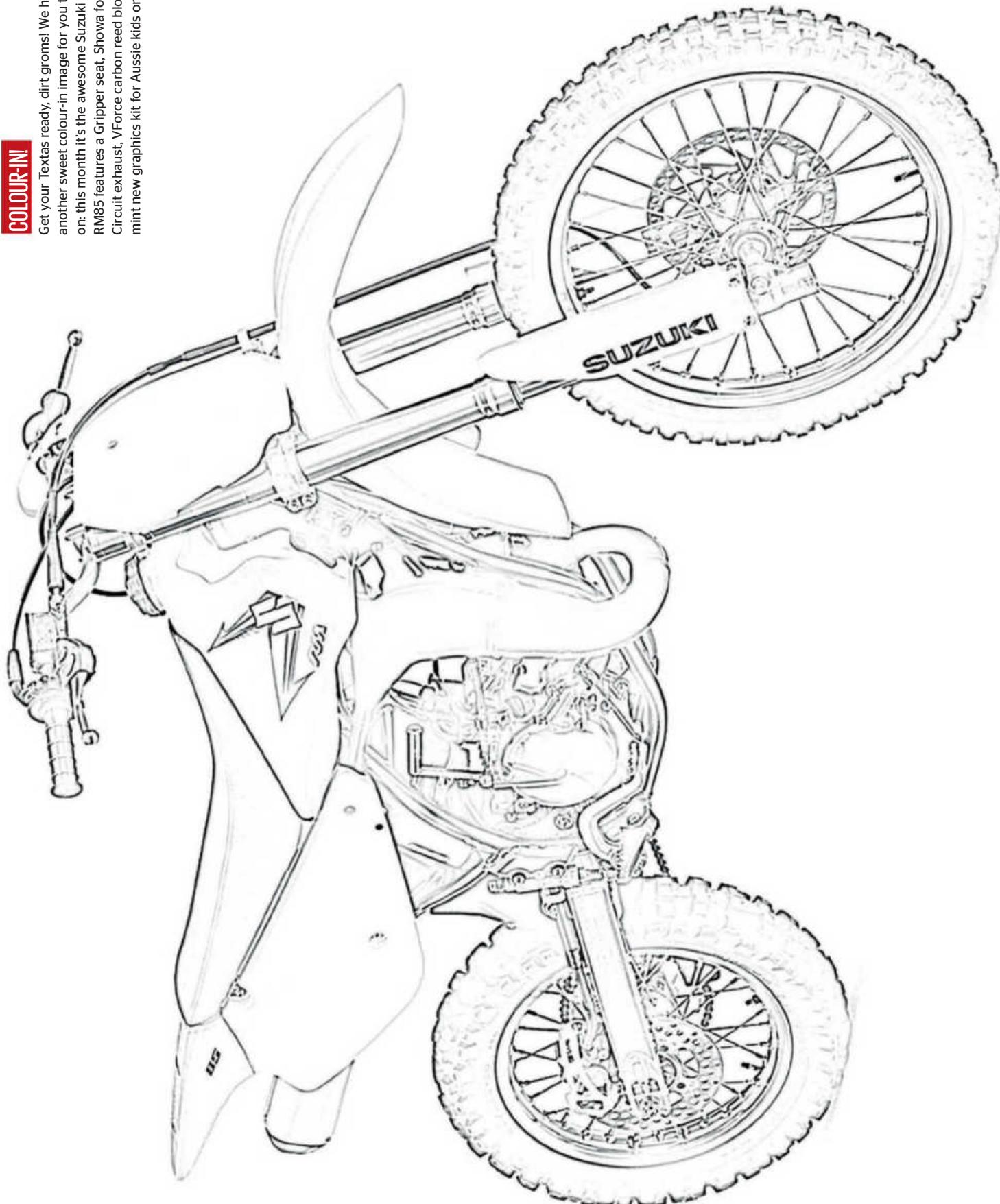
- New bodywork that mimics the full-size 2016 SX-F line that gives the 65 SX a slimmer profile for improved ergonomics and handling
- New slimmer seat with better grip
- New pipe and silencer for more power
- New cast-aluminium swingarm
- New chain guide, chain slider, rear axle and chain tensioners for better reliability
- Redesigned kickstarter
- New graphics to match the larger SX-F models

2016 Cobra CX50



COLOUR IN!

Get your Texas ready, dirt groms! We have another sweet colour-in image for you to get busy on: this month it's the awesome Suzuki RM85. The RM85 features a Gripper seat, Showa forks, Pro-Circuit exhaust, VForce carbon reed block and a mint new graphics kit for Aussie kids only!



FREE SPIRIT



DRIRIDER MULTI-TEK ADVENTURE JACKET

- 600D Polyester Oxford and rib stop with 500D full-flow mesh
- CE armour in shoulders and elbows
- Eva rubber back pad
- 100% waterproof and breathable detachable liner
- Full-length detachable thermal quilted liner
- Remove panels to convert to a mesh summer jacket
- Arm and waist adjusters for an optimum fit
- Pockets in both shells so you don't lose storage space when you convert
- 3M reflective for night-time safety
- Waist expander zips
- Connection zip for pants
- RRP \$419.95

FORMA ADVENTURE TERRA BOOTS

- 12-month warranty if purchased in Australia
- Guaranteed perfect fit
- CE Certified quality
- Full-grain leather upper
- Drytex waterproof/breathable liner
- Adventure anti-slip/oil rubber sole
- TPU ankle shields for extra protection
- PU external shin, ankle and foot protection
- Personalised suede leather heat protector
- Adjustable Velcro cuff closure
- Unbreakable alloy buckles
- Padded inner lining
- Polyurethane nylon reinforcements
- Extra-soft polymer padding with memory foam
- ISS (Incorporated Steel Shank)
- Anti-bacterial replaceable footbed with APS
- High-quality produced 100% in Europe
- RRP \$399



KTM RACE COMP JACKET

- Waterproof off-road enduro jacket
- PU coated
- Made from high-strength Dott 330D
- Waterproof, breathable membrane lining with sealed seams
- Removable micro fleece lining
- Ventilated mesh inner lining
- Shoulder & elbow protectors included
- Back protector pocket
- Detachable sleeves & large sleeve pocket
- Inside pocket with zip fastener for documents
- Two front pockets with storm flap
- Two vertical side pockets on the front
- Two chest pockets
- One pocket on left sleeve
- Asymmetric, concealed main zip fastener



WHERE THE BLACKTOP ENDS AND THE DIRT PICKS UP, THE WORLD BECOMES AN ADVENTURE PARK FOR THE FREE SPIRIT



INTERPHONE IPHONE6 PRO CASE BAR MOUNT HOLDER

- WATERPROOF IPX4 The Pro Case resists rain, snow and other similar events, also easy to handle in any kind of weather.
- RECHARGES DURING USE The Pro Case allows your phone to recharge while being used, even when it's raining.
- SLIDELOCK CLOSURES Equipped with lateral sliders (Slidelocks) that quickly position and

lock the smartphone inside the case. The operation is simple to do and secure, even while wearing riding gloves.

- SHOOTING VIDEOS & PHOTOS You can shoot videos and photos while riding.
- FUNCTIONALITY Home button/touch screen/camera display.



SCAGGS YAMAHA WR250R BILLET BIG RACK

- The ultimate commuter/trail/everything rack
- Mounting one of Givi's huge selection of high-quality Monokey top cases is easy and adds a priceless function to your extremely fuel-efficient WR250
- Slide it on, snap it down, you're off
- Key in, twist. Push button, pull the case back off. A simple component that will make your commute a breeze
- A Givi Monokey top case mounting kit is required and sold separately
- Mounting a RotoPax pack mount is easy with the simple integration of tapped holes in the rack itself, so mounting up a leak-proof RotoPax container takes seconds. Many competitors simply provide through holes to bolt the RotoPax pack mount on. Even though this works, getting it on or off would require removing the rack, complicating something that is not complicated. It's easily corrected on this rack with an intelligent design. Of course, the long bolts for my special mounting method are included with every single rack.



KLIM FORECAST JACKET

The Forecast Jacket calls to riders looking for the ultimate in extreme-duty, ultra-lightweight shells. The Forecast features Gore-Tex Performance Shell construction, a durable mesh liner and intelligent bicep ventilation ports for a truly dry riding experience.



MOTION PRO BEADPRO TYRE BEAD BREAKER & LEVER TOOL SET

- Innovative multi-use tyre tool set
- Breaks the bead on most street and off-road motorcycle tyres
- Integrated tyre spoons for tyre removal and installation
- Light weight and compact size are perfect for tool packs
- Length of each lever is 249mm
- Ergonomic handles with crossguard to keep hand from riding forward
- Forged 7075-T6 aluminium construction for strength and durability
- Black anodised finish
- Patent pending

5 TIPS TO CONQUER MUD HOLES

RUTS ARE AN INTIMIDATING CHALLENGE ON AN ADVENTURE BIKE. FILL THEM WITH MUD AND WATER AND THEY'RE EVEN MORE TECHNICAL. HERE ARE FIVE TIPS TO GET YOU OUT THE OTHER SIDE

STORY SHANE BOOTH

1. ASSESS IT

This may be something you can do without stopping or you may have to pull up and have a closer look. Either way, make an assessment as to whether it's something you can ride through or not; remember, getting an adventure bike bogged deep is something best avoided. You then have to choose the best rut to get you through and out the other end. If it looks borderline, take the time to stop and poke a stick into the water to check depth or even walk out if required.

2. WHICH RUT?

This is all about making life as easy as possible. Choose a straight rut – one that looks like it doesn't get too deep. You're also looking for where it leads to; make sure it gives you the best exit available from the mud hole. This is more important if the mud hole leads you into a bank. In that case, look for a smooth line that will offer the best traction as you ride out of the mud. Avoid ruts that veer off left or right or don't go the whole way through; a rut is actually your friend in this situation and will keep the bike straight, so pick one that runs all the way in and out.

3. LINE IT UP

Once you've selected which rut you're going to ride, make sure you line the bike up with it so both wheels flow straight

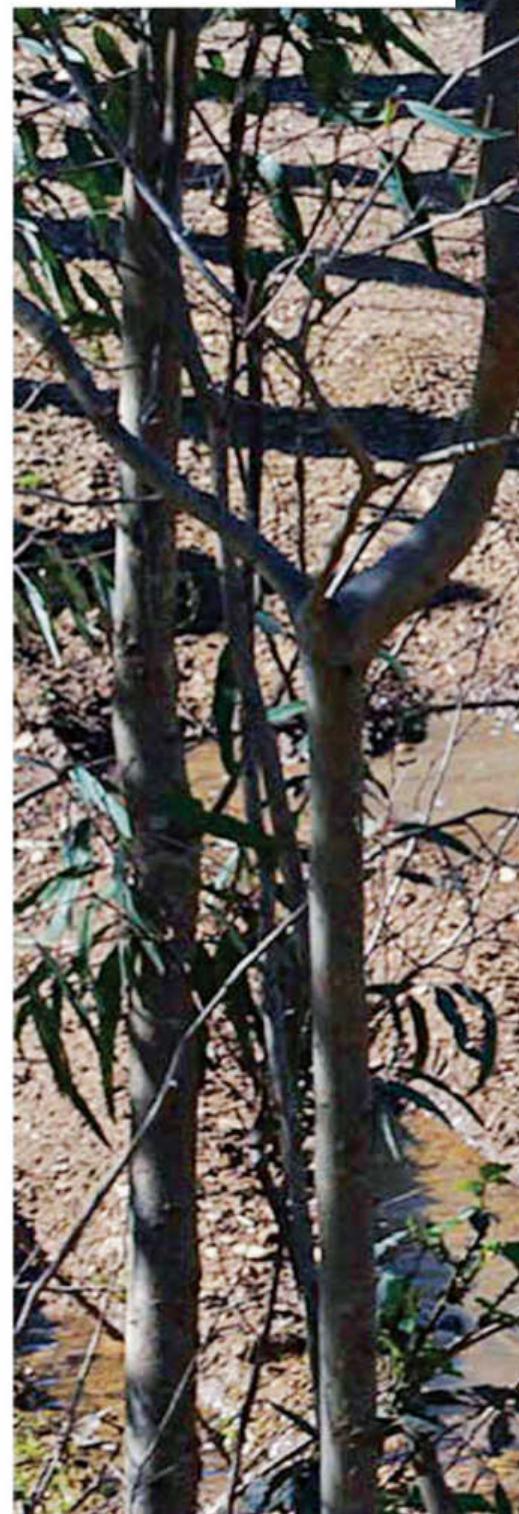
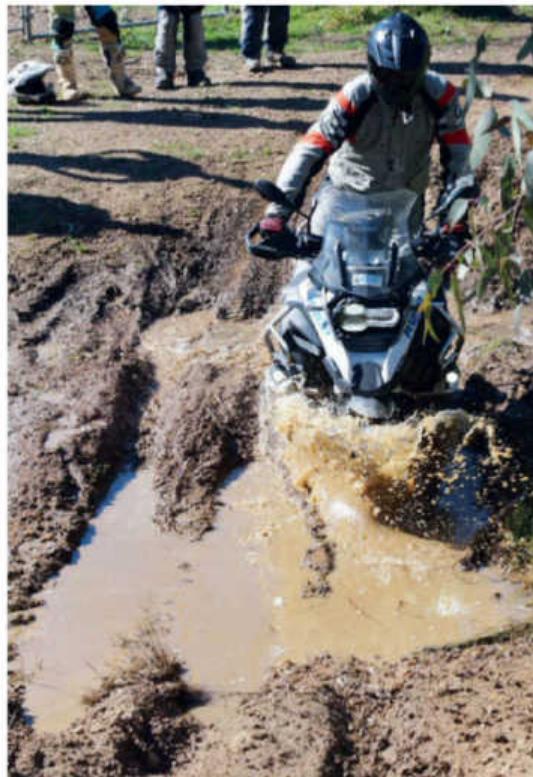
in. Don't change your mind at the last minute and end up getting cross-rutted – that's getting close to worst-case scenario for this situation. Pick your line and commit to it without a last-minute change of heart.

4. STAND OR SIT

This is totally up to the individual rider. Standing is ideal but only if you're comfortable; if you're not, sit down and get your feet out if that feels better. Standing offers better agility on the bike but you don't have your feet out, so generally it feels a little more intimidating. Sitting will work OK: it inspires a little more confidence because you can walk the bike through with your feet on the ground. Just be sure to keep the speed down if you're seated as any holes or bumps in the rut will unsettle you much more.

5. EASY ON THE THROTTLE

Traction will most likely be low so it's important to control the throttle input and try to avoid excessive wheel spin. It is probably a good idea to deactivate traction control for a scenario like this as you don't want it to intervene and cause you to slow too much on the way through. It's possible for that to happen if the base of the mud hole is very slippery. Slipping the clutch slightly as you ride through will help deliver the power to the rear wheel more delicately and limit wheel spin. 





LONG DESCENTS

A LONG DOWNHILL SECTION OF TRAIL CAN BE DIFFICULT AND TIRING. HERE ARE SOME TIPS TO KEEP IT ALL UNDER CONTROL

STORY SHANE BOOTH PHOTOGRAPHY DAMIEN ASHENHURST

When you see the trail heading downhill and it looks like it will continue for some time, there are a few things you need to consider. Does it get steeper and does it offer up enough traction to control your speed? The other factor is fatigue, which can zap energy when you're riding downhill for long periods.

It's important to keep your vision up and scanning the terrain ahead so you can maintain the correct speed. It's very easy to carry too much speed into a long descent only to have the hill begin to fall away and get steeper. When this happens you can find yourself trying to slow the bike down, but that can be difficult when the hill is steep and generally traction is low. Keep your eyes forward and control your speed so you can bring the bike to a stop within your line of sight if necessary – if you do that, you're in total control. If you can't stop the bike within your line of sight it leaves you with the chance of riding into or off something you don't want to.

Keep a close eye on the terrain underneath you. When you're descending, traction is very important and on a long downhill it can change quickly. You need

to read the surface and try to pick it very early if it looks like there's a change of traction happening. It can get a little scary if you're heading downhill and the surface becomes loose; you may begin to build speed involuntarily. If it looks like it's getting a little sketchy, ease off the speed and check it out – it's much better to be safe than sorry. If you've ever been in the situation where you can't slow the bike on the downhill, you'll know it's a scary, horrible feeling.

It's better to stand if you can but that can also sap energy on a long descent. Experienced riders will probably find it easier to remain standing – it does allow you to shift your weight back more efficiently and also be more agile on the bike. The downside is it can wear you out. If the hill isn't too steep, like the one in this photo, you can remain seated without any major repercussions. The key is to keep your speed down if you're going to ride seated as you're less capable of dealing with the unexpected.

Long descents can catch you out, so keep your vision up and your speed down and keep a close eye on the surface underneath you. **DAT**





MOTOCROSS TIP

SET UP YOUR NEW RIDE

IT'S THAT TIME OF YEAR WHEN, IF YOU'RE LUCKY ENOUGH, YOU MAY FIND YOURSELF STARING DOWN A BRAND-NEW 2016-MODEL BIKE. HERE ARE 10 EASY TIPS TO GET IT READY TO HIT THE TRACK

STORY & PHOTOGRAPHY SHANE BOOTH

ADJUST YOUR HANDLEBAR POSITION

Most bikes now have several handlebar clamp positions available to the rider. Be sure to try some of the different positions; this may require you to flip the handlebar clamps around if they are offset – some bikes will have two separate mounting positions in the top triple clamp. Either way, you won't know if there's a better position for you unless you try it.

ADD TEFLON TAPE UNDER YOUR PERCHES

This is a cheap insurance policy to your clutch and brake perches and levers. Remove your front brake and clutch perches, then wrap Teflon plumbing tape several times around the handlebar where the perch mounts. Fit the perches again and this will allow you to tension the perches enough so they won't move while you're riding, but in a crash they'll spin out of the way, hopefully saving your perch and lever from breaking.

SET YOUR TYRE PRESSURES

Check what the manufacturer recommends in the manual but it will usually be somewhere around 13-15psi. With standard tubes, 14psi or 15psi will help avoid pinch flats. The correct tyre pressure can make a huge difference to the way your bike feels on the track.

SET YOUR SUSPENSION CLICKERS

Reset all your suspension clickers to the standard specs in your user manual. It's not uncommon for the suspension clickers to be all over the place when the bike comes out of the crate. A simple reset to standard specs ensures that everything is where it should be and gives you a good base setting to work from.





ADJUST YOUR CHAIN

Check the chain adjustment specifications in your owner's manual and be sure it's adjusted correctly. If it isn't it can be a costly exercise for both you and the bike.

ADJUST LEVER POSITION

Adjust your levers to suit you! Remember, you can also move the levers in on the handlebars, too. This will get you using the lever more towards the end rather than right in near the pivot point, giving you a lighter pull and better feel. Also, get the rotation correct – a slight downward angle usually suits most riders.

WIRE YOUR GRIPS

Wire your grips on using a thin-gauge stainless-steel wire. Three separate strands of wire per grip will do the trick: each end and one in the middle. Go around the grip twice each time, then twist the wire to get it tight. Be sure to tuck the cut-off section back into the grip so you don't stab your hand with it.

CHECK YOUR AIR FILTER

This can be a costly mistake, so it's worth checking. Depending on where your bike has come from, your air filter should be serviced and ready to roll, but just check it's oiled and installed correctly before you ride your new pride and joy. It's a quick check that could save some major hassles!

SET YOUR RIDER SAG

SET YOUR REAR BRAKE PEDAL & GEARSHIFT LEVER

Make sure your rear brake and gearshift lever are in the correct position. Don't just assume they're in the right place because it's a new bike. As a general rule, your shifter should be pretty much level with your footpeg and the rear brake pedal just slightly lower. It will always differ between riders but start there and see what works best for you.



TACKLING THE TOP END #2

PISTON, CHECK. RINGS, CHECK. VALVES, CHECK

STORY & PHOTOGRAPHY MAX SULLIVAN

Part 1 showed you the preparation and checks leading up to a top-end rebuild. Now let's look at how it all comes apart. Follow the workshop manual and in no time you'll have your engine apart ready for a more thorough inspection.



SHIMMY SHIMMY

The inlet valves have the shims sitting on top, held in position by the valve spring retainer. A bucket is over the top of the shim/valve assembly and the camshaft lobe presses onto the bucket. The exhaust valve doesn't use a bucket but does have a rocker arm that transfers the cam lobe pressure to the top of the shim/valve. Use a magnet to draw the shim out of the spring retainer and make sure you have all four. A shim that falls into an engine can spell disaster!

CARBY ACCESS

The carburetor needs to be removed but access is a little tight. You can make life a lot easier by lifting the subframe. Remove the two side/lower bolts and loosen the two top bolts. The sub frame will now pivot up and give you much greater access to the carburetor. Make sure you loosen the front and rear carby clamps first. You can either work with the carburetor pulled back away from the cylinder head or remove it altogether for cleaning.

SIDE BAR

To remove the head, the four main head bolts need to be removed. However, there are two small 6mm bolts on the side of the cam chain tunnel. Loosen these two bolts first so the main pressure release doesn't cause any warp to the cylinder head when the main bolts are loosened. Notice a single bolt under these two that goes from the cylinder to the crankcase. This bolt also needs loosening prior to the main head bolts.



CRACKER JACK

Now it's time to crack off the head bolts. I say crack since these will be very, very tight. A breaker bar is better to use than a cheap ratchet as the pressure can sometimes break a substandard tool. Crack each nut just a bit then go diagonally to the next one. Work around them several times till the nuts are loose and come off easily. Don't forget the washers under the nuts.

OFF WITH HIS HEAD

With the head nuts and washers removed, you can now lift up the head. Take care that the cam chain isn't gathered up and catching the side of the cam chain tunnel. There's a water pipe at the front of the head that actually needs removal to allow the head an easy exit from the perimeter frame. A new O-ring is in our gasket kit, so it can be replaced when the head is reassembled on the engine.

RED ROVER

Remember last month when I mentioned a rusty spark plug? Can you see what's on top of the piston? The red specks are rust from the old spark plug. It's amazing how much fell into the engine. This is why it's a good practice to slightly crack your spark plug then blow down on top of it with compressed air prior to removal. If it happens to be rusty around the outside, you can see how much can fall into a delicate engine. This amount of rust can cause some serious issues.



LIFT-OFF

Before lifting the cylinder off, remove the two dowel pins so they don't go astray. Always take notes on dowel pins and their location. More often than not there are two, but sometimes they're diagonally opposite each other while other times they're side by side. Now gently work the cylinder up, keeping your hand under the bottom of the cylinder to stop the piston flopping out, hitting the crank case and being damaged.

DINNER PLATE

The modern piston is often referred to as being like a dinner plate: flat, with bugger-all skirt. The short skirt reduces friction and increases the speed with which the engine can accelerate but can wear out quicker. Now is a good time to firmly hold the piston and connecting rod to feel for any big end wear. Rocking the piston sideways might show up little end wear. There are more precise ways of measuring both but over time you get a good feel for it.

ONE-HIT WONDER

To remove the piston, you need to take out one of the gudgeon pin (piston pin) clips. Use a pick or small screwdriver to flick out one end of the clip near the cut-out in the piston. Put a finger over the clip to stop it flying out. Stuff a rag down the crankcase under the piston so the clip doesn't fall into the engine. These clips are single use only, so never, ever reuse them. If you drop it – find it! You must be sure it hasn't landed inside the engine.



BUSH BOINGERS

WE HEAD TO AXIS MOTOSPORTS FOR THE BIGGEST CHANGE YET

STORY DAMIEN ASHENHURST PHOTOS DAMO & SNEDDO

WHAT THE AXIS GUYS
MANAGED TO ACHIEVE
WAS TO KEEP THE BIKE
MORE SETTLED WHILE
MAINTAINING ITS
ACCURATE STEERING

The YZ125 enduro is coming together nicely and I have to say it's a pretty bloody easy bike to work on and find parts for — an advantage that comes from the longevity of the model, I guess.

This month I had something done that I knew was always going to need to happen and turned to the best in the biz for the work. I rolled the YZ into Axis Motorsports with stock suspension and rolled it out with a tuned front and rear, ready for the bush and happier to accommodate my weight. The guys fitted new springs, better-

quality oil and sorted the sag so all I had to do was ride.

But then the temperature hit 38 degrees and I couldn't find anyone to ride with me. I don't mind riding in the heat but I don't know many other blokes who do. Then the rain came — and it came big time. Finally, the day came when we had a perfect morning and a sprinkle of rain later in the day. Game on!

We went to a familiar track that has everything you could want, from fast open sections to tight single-trail and a few hills. It was pretty slippery in parts but a great track to gauge how the YZ would feel with new legs.

Because I ride this track a lot, it's easy for me to get a feel for how it felt compared to stock and I'll start by saying this: I didn't hate the stock setup. It wasn't super versatile for bush conditions but as a stocker it's pretty bloody good.

What the Axis guys managed to achieve was to keep the bike more settled while maintaining its accurate steering; it isn't all soft and wallowing. The front felt plusher but didn't cave in through G-outs and you could still hit logs and ruts at speed. While the rear was still a little lively for me, I hit the clickers to settle it and it was bang-on. I like a dead feel at the back but it's a tricky balance with such a light bike. I reckon it's pretty much spot-on for my style and where I ride, though.

So there's a fair few hours on the bike now and I'm yet to see a single breakage, crack or failure. It really is a simple bike to live with. The Michelin Starcross tyres have worn really well, too. They look like they've hardly been used even though that rear cops a pounding on the 125.

The bike had never been hard to start. It's so easy to work on and maintain and while I still haven't got my big hill climb technique right it's just fun from start to finish. It's also friggin' fast in single-trail and I can guarantee there's no way I could ride a 450F faster.

It can tire you out sometimes because there's just so much to think about and it can jump about a bit on certain tracks but, man, when you get the simplest thing right it's the best feeling in the world. Especially if you find a nice rutted corner and just tip it in and hammer it out with the perfect amount of revs.

It's pretty hard to beat — and that's why we're loving the YZ so much. 





THE BEST BRANDS AT
CLEARANCE PRICES

OPEN TO
THE PUBLIC
7 DAYS

WE DELIVER
AUSTRALIA WIDE

CLEARANCE WAREHOUSE

TROY LEE DESIGNS 2014 GP FACTORY COMBO PANTS & JERSEY **AMA's PRICE \$99.95** RRP \$194.90 **SAVE \$95 WHILE STOCKS LAST!**

TROY LEE DESIGNS 2015 GP GALAXY YOUTH COMBO PANTS & JERSEY **AMA's PRICE \$119.90** RRP \$184.90 **SAVE \$45 WHILE STOCKS LAST!**

TROY LEE DESIGNS 2015 GP ASTRO COMBO PANTS & JERSEY **AMA's PRICE \$139.90** RRP \$194.90 **SAVE \$55 WHILE STOCKS LAST!**

TROY LEE DESIGNS 2015 SE PRO CORSE COMBO PANTS & JERSEY **AMA's PRICE \$199.90** RRP \$334.90 **SAVE \$135 WHILE STOCKS LAST!**

TROY LEE DESIGNS SE3 CARBON HELMET **AMA's PRICE \$349.95** RRP \$599.95 **SAVE \$250 WHILE STOCKS LAST!**

TROY LEE DESIGNS 2015 REV OVER THE BOOT PANT **AMA's PRICE \$120** RRP \$169.95 **SAVE \$50 WHILE STOCKS LAST!**

TROY LEE DESIGNS 2015 AIR OUIJA HELMET **AMA's PRICE \$249.95** RRP \$399.95 **SAVE \$150 WHILE STOCKS LAST!**

NITRO KARBINE SHARD HELMET **AMA's PRICE \$99.95** RRP \$149.95 **SAVE \$50 WHILE STOCKS LAST!**

SHOP ONLINE
amawarehouse.com.au

FREIGHT FRENZY

\$8.80 SHIPPING ANYWHERE WITHIN AUSTRALIA
FOR ALL ORDERS OVER \$99. CONDITIONS APPLY
ORDERS DISPATCHED DAILY

Follow us on facebook for
details on the latest arrivals
and exclusive deals!



facebook.com/amawarehouse

ANSWER 2015 SYNCRON YOUTH COMBO PANTS & JERSEY **AMA's PRICE \$99.95** RRP \$139.90 **SAVE OVER 25% WHILE STOCKS LAST!**

ANSWER 2015 SYNCRON GLOVES **AMA's PRICE \$19.95** RRP \$29.95 **SAVE OVER 25% WHILE STOCKS LAST!**

ANSWER ROCKSTAR ADULT COMBO PANTS & JERSEY **AMA's PRICE \$129.90** RRP \$209.90 **SAVE \$80 WHILE STOCKS LAST!**

ANSWER SEVEN T-SHIRT **AMA's PRICE \$15** RRP \$30 **50% OFF! WHILE STOCKS LAST!**

FOX 2015 360 SAVANT COMBO PANTS & JERSEY **AMA's PRICE \$199.90** RRP \$309.90 **SAVE \$110 WHILE STOCKS LAST!**

FOX 2015 V3 SAVANT HELMET **AMA's PRICE \$399.95** RRP \$529.95 **SAVE \$130 WHILE STOCKS LAST!**

FOX 2015 180 RACE COMBO PANTS & JERSEY **AMA's PRICE \$149.90** RRP \$199.90 **SAVE \$50 WHILE STOCKS LAST!**

FOX 2015 V2 RACE HELMET **AMA's PRICE \$229.95** RRP \$349.95 **SAVE \$120 WHILE STOCKS LAST!**

6/4 Old Pacific Highway **07 3386 1600**
YATALA, QLD

2/75 Lear Jet Drive **07 5432 3999**
CABOOLTURE, QLD

Parramatta RACING

SERVICE CENTRE

HOLESHOT

TAKE ADVANTAGE
OF THE BULK
SHIPMENT
JUST ARRIVED.

Special pricing.
Discount freight too!



**SX250, YZ250 HGS
AND VHM HEADS
IN STOCK!**

YZ85 HGS pipe and silencer **\$490**

YZ125 HGS pipe and silencer **\$550**

KTM SX50 HGS pipe and silencer **\$455**

KTM SX65 HGS pipe and silencer **\$490**

KTM SX85 HGS pipe and silencer **\$490**

KTM SX125 HGS pipe and silencer **\$550**



2014 World Junior Championships
in Belgium, August.



Tye Jones QLD 65cc Motocross Champion 2014
Scaryfast photography



World Champion Caleb Grotthues (centre) qualified for
Loretta Lynn's USA 2014 in the Mod 85cc class.



WORLD CHAMPION, Parramatta Racer
- Caleb Grotthues, Mark - Dad and brother Brody

EXCLUSIVE RETAIL SECTION

Tel: (07) 4051 8943, (07) 4051 4833, 0448 915 419
or email trevor@parramattaracing.com.au
www.parramattaracing.com.au Australian distributor

VHM

EHR
Tuning
EUROPEAN CHAMPION

Powerband Racing
Suspension experts

HOLESHOT

EXCLUSIVE RETAIL SECTION

CYLINDER COATING AND REPAIRS

2-STROKE & 4-STROKE
ALL MAKES & MODELS



www.electrosil.com.au
7 GEORGE COURT, BRIAR HILL VIC 3088, PH: 03 9435 7029 EMAIL: sales@electrosil.com.au



Over 40 years
of experience!



HOLESHOT

ATOMIK
www.atomik.com.au



EXCLUSIVE RETAIL SECTION



www.ballisticperformanceparts.com

Dirt bike Lectron Power Jet
Carburettor now comes complete
with adjustable power jet.

Dyno tested and ready to run.

Totally jetless carburettor.

Will fit most brands and models.

Available in 32 to 54mm.

From \$530 and includes FREE
Lectron metering rod tool (\$35 value).

Makes adjusting the rod a breeze!



Find us on
Facebook

Call 0402 145 357



WWW.TEENCEEGRAPHICS.COM

TNC TEENCEE GRAPHICS

CUSTOM GRAPHIC KITS
RACE NUMBERS
BRCH PLATES
JERSEY PRINTS
PHONE DECALS
VELVET DECALS
NECK BRACE HITS
BOOT DECALS
GD PRO DECALS
RIM DECALS

f i t

CALL OR EMAIL TO PLACE AN ORDER
SALES@TEENCEE.COM.AU

(02) 4731 2011

UNIT 5, 14 PENRITH ST, SOUTH PENRITH



QUICK RELEASE BIKE INDICATOR KITS

"NEVER
SMASH YOUR
LIGHTS WHILE
BUSH-BASHING
AGAIN!"



Once installed, CLICKnRIDE can be instantly attached or removed by hand in seconds.

- Designed to fit virtually any bike
- Meets all legal requirements
- 4 or 2 pack indicator kits

AVAILABLE ONLINE NOW CLICKNRIDE.COM.AU

www.universalmagazines.com.au

Before you buy your next pit tent,
Is It Structurally Certified?

Build for the demands of
the Motorcycle Rider

CALL
03 9431 5020

OURS IS !

BUILT ALL-WEATHER TOUGH

10 YEAR WARRANTY

BE SAFE Structurally Certified PIT TENTS

MOUNTAIN shade
BUILT FOR USE, NOT LANDFILL
www.mountainshade.com.au

to find your nearest dealer bike shop:
www.mountainshade.com.au

We are now the supplier to major Motorcycle Factory teams. Get yours now!

MATRIX

DESIGNED AND DEVELOPED BY AN ELITE TEAM OF BRACE SPECIALISTS WITH 20 YEARS OF CTI EXPERIENCE.

P: [07] 5575 7520 E: SALES@MATRIXBRACING.COM.AU

FROM THE OFFICE OF GALL BROS PROMOTIONS WHERE CUSTOMER SERVICE IS OUR PRIORITY

MATRIXBRACING.COM.AU

PRO \$399.00EA

LITE \$349.00EA

NEW MODELS!

**MOTORCYCLE
SHOCK ABSORBER
RECONDITIONING
AND CUSTOM
MODIFICATIONS**

RAD
MOTORCYCLE
SHOCK REPAIRS

- Australia wide service
- Sealed unit specialists
- Customised springs and revalving
- Shaft rechroming
- Recognised by over 400 dealerships Australia wide
- 3-5 day turnaround
- All work guaranteed

07 3892 6493
Unit 103/49 Station Rd, Yeerongpilly QLD 4105
radshockrepairs@hotmail.com

**Forget
Something?**

QUIK SHADE
The ONCE
in a lifetime investment.

Portable 60Second Shelter

Where would **YOU** rather be?

Phone: 02 6662 6668 Fax: 02 6662 8082 Freecall: 1800 678 982
Email: sales@quikshade.com.au www.quikshade.com.au

20

W W W . D I R T A C T I O N . C O M . A U

**MX
TEAR-OFFS**
.COM.AU

40 TEAR-OFFS
(40 tear-offs per pack)
ONLY \$20.00

ROLL-OFF SYSTEMS
(Includes set of roll off canisters, anti-fog, anti-scratch clear lens, 10 x tear-offs, roll-off film)
ONLY \$40.00

LENSES
(Choose from clear, smoke tint or blue tint)
ONLY \$10.00

PLUS POSTAGE AND HANDLING

BUY ONLINE AT
www.mxtearoffs.com.au

TO ADVERTISE IN THE

DIRT
ACTION

HOLESHT SECTION

CONTACT IAN CASSEL ON
(02) 9887 0325

THANKS FOR BEING PART OF MOTOFEST 2015



Queensland Moto Park and Motorcycling Queensland would like to thank all of the competitors, spectators, partners, officials and helpers who made the 2015 MotoFest such an outstanding success.
See you all at an even bigger and better MotoFest in 2016!

MQ
MOTORCYCLING
QUEENSLAND

QMP
QLD MOTO PARK

**Binacrombi Bike Park and
BUSH Cabins**

over 500 acres of enduro tracks and trails
only one hour from goulburn
suited to all riding levels
great for Families

open all year. Bookings essential

1800 620 706 www.binacrombi.com.au

Ian Wightman's

**PRO-MOTO
SUSPENSION**

RACE TECH PARTS & SERVICE

COMPREHENSIVE SUSPENSION
SETUP FOR MOTOCROSS,
SUPERCROSS, ENDURO & ROAD

- SPRINGS • REVALVES • GOLD VALVES
- DELTA VALVES • SERVICES • EMULATORS
- MOTOREX • RIDER TO BIKE SETUP

Guaranteed Improvement for all Motorcycles
PO Box 417, Singleton NSW 2330
(02) 6577 6177 / 0408 721 210

follow us on
twitter

@dirtactionmag



EXCLUSIVE RETAIL SECTION

 "like" us on
facebook

www.facebook.com/dirtactionmagazine

PHOTOGRAPHY MATTHEW HARDY



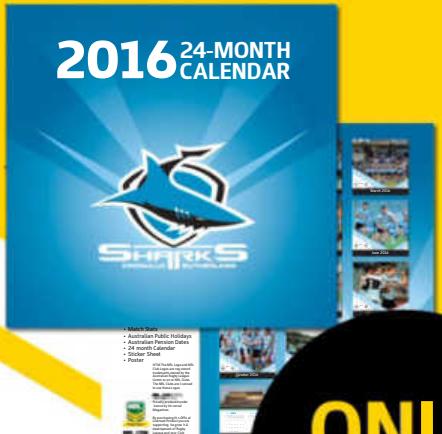
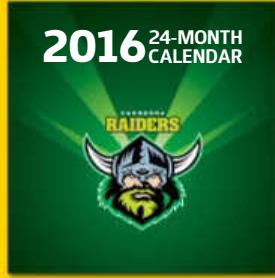
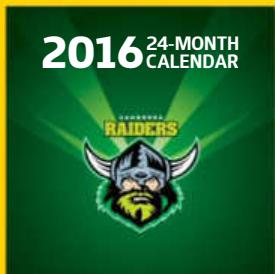
END OF THE LINE

PHOTO RED BULL PHOTOFILES

Even the greatest need a hand from time to time. Imagine facing down a hill that's too hard for Jonny Walker — would you give it a crack or is the spectator position enough for you?

2016 NRL 24-MONTH CALENDARS

GREAT STOCKING FILLERS FOR THE WHOLE FAMILY



FEATURES

- Match Stats
- Australian Public Holidays
- Australian Pension Dates
- 24-month Calendar
- Sticker Sheet
- Poster

**ONLY
\$24.95**

**THE OFFICIAL NRL
2016 CALENDARS**
PAPERPOCKET.COM.AU



WE BUILD A TRIP TO THE PODIUM INTO EVERY TYRE.



CONGRATULATIONS
JAY WILSON - 2015 MX 2 CHAMPION



62 trips to the top step of the Podium in the MX GP Championship and consecutive MX Nationals titles in Australia prove we build winning tyres.

The Pirelli Scorpion MX range is no exception. Six tread patterns and compounds, built to dominate in all conditions. It's the choice for professional and amateur riders who want podium performance out of every ride.

FOLLOW PIRELLI MOTO AUS:



L150358

LINK
INTERNATIONAL

MX62 times
world champion
SCORPION X' MX